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1987 TRANSIT FACT BOOK

APTA

Transit Fact Book

1987 Edition

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APTA Research & Statistics Department
July 1987

Chairman's Message

I am pleased to present this issue of the APTA Transit Fact Book. The Transit Fact Book for many years has been a standard statistical reference of trends in transit finance and operations. The Association recognizes the importance of this information and is committed to continue to obtain, record, and compile transit statistics and serve as the central repository for transit data.

The trends highlighted in this edition of the Transit Fact Book show the steady growth and improvement in public transit during the past decade. As we look ahead, the continuing commitment to quality services will strengthen further the role of public transit in North America.

Reba Malone
Chairman

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Transit Fact Book

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TECHNICAL NOTES

The American Public Transit Association (APTA) is the recognized source for statistical data and information about transit in the United States. APTA obtains data from member transit systems in the United States and uses these figures to estimate trends for all United States transit systems. The **Transit Fact Book** also contains data for Canadian transit systems provided by the Canadian Urban Transit Association (CUTA).

The 1987 Edition of the **Transit Fact Book** is the thirty-ninth edition of this publication compiled by APTA and its predecessor organizations.

APTA is an international organization of transit systems and related organizations in the United States, Canada, and other countries. APTA members serve the public interest by providing safe, efficient, and economical transit services, and by improving those services to meet national energy, environmental, and financial concerns. Over ninety percent of persons using urban public transit in the United States are carried by APTA members.

APTA members include about 850 motor bus and rapid transit systems, organizations responsible for planning, designing, constructing, financing, and operating transit systems, business organizations which supply products and services to transit, academic institutions, and state associations and departments of transportation.

Formed on a cooperative, nonprofit basis, APTA's objectives are:

- to represent the public interest in improving public transit for all persons
- to represent the interests, common policies, requirements, and purposes of the operators of public transit
- to provide a medium for exchange of experiences, discussion, and comparative study of public transit affairs
- to promote research and investigation to the end of improving public transit
- to aid members in dealing with special issues
- to encourage cooperation among its members, their employees, and the general public
- to encourage compliance with the letter and spirit of equal opportunity principles

- to collect, compile, and make available to members data and information relative to public transit
- to assist in the training, education, and professional development of all persons involved in public transit
- to engage in any other activities which will serve the members and promote public transit

APTA is organized to function on behalf of all of transit's diversified interests. It is governed by a Board of Directors with voting control and authority vested in transit policy board members, transit operating officials, and associate members who are elected by the membership.

This book includes in Sections A and B aggregate information for all common-carrier transit systems in the United States. *Except as noted, prior-to-1984, data exclude commuter railroad, automated guideway, and urban ferry boat, as well as most transit systems outside of urbanized areas. Data for these systems were not available prior to that date; accordingly, all data tables are non-continuous between 1983 and 1984.*

Data reported in Section A, Statistical Trends of Transit Finances and Operations, are for all services provided by all United States transit systems operating *at least one fixed-service route.* Transit providers operating only demand-response or other special services are not included. Non-transit services such as taxicab, school bus, unregulated jitney, sightseeing bus, intercity bus, and special application mass transportation systems (e.g., amusement parks and airports) are excluded from all tables and figures.

Data reported in Section B, Transit Vehicle Characteristics and System Locations, are for all services provided by all United States transit systems operating at least one fixed-service route, except for Figure IX which includes all United States bus service providers as footnoted. Modes reported are described in each Table or Figure.

Data reported in Section C, The United States Urban Mass Transportation Act, are for all mass transportation operations and agencies qualifying under provisions of the laws cited in each table. Federal government funding data are based on reports prepared by the United States Department of Transportation.

Data reported in Section D, Statistical Trends of Canadian Transit Operations, are taken from **Urban Transit Facts in Canada** published by the Canadian Urban Transit Association. The data are for all regular transit service provided by CUTA transit system members. Section D is the only Section in which Canadian data appear.

Beginning in 1984, data used by APTA to compile Sections A and B of this book are based on **National Urban Mass Transportation Statistics**, published by the U.S. Department of Transportation, Urban Mass Transportation Administration (UMTA). This document is the annual summary

of reports submitted to UMTA to comply with requirements of Section 15 of the Urban Mass Transportation Act of 1964, as amended.

Data for prior years were voluntarily provided by APTA member United States transit systems. All data are expanded by standard statistical methods to provide estimates of statistical trends for all United States transit systems.

The initial adoption of the Section 15 requirements effective in 1979 resulted in several alterations to previous transit recordkeeping practices. Passenger data are collected for Section 15 by a sample survey technique not normally used by transit systems prior to Section 15 implementation. This has resulted in a break in the continuity of APTA Passenger Trip data in Tables 8 & 9 between 1980 and the preceding line. Passenger Trip data reported in these tables are Total Passenger Rides before 1980 and Unlinked Transit Passenger Trips beginning in 1980. Data reported in previous editions of this book for Revenue Passenger Rides and Linked Transit Passenger Trips are no longer available.

Salaries and Wages data prior to 1977 in Table 13 include employee compensation in the form of paid sick leave, paid vacation time, and paid holidays. Beginning in 1977 these compensation types are included in Fringe Benefit costs. Prior to 1980, the Number of Employees is the average number of persons during the year. Beginning in 1980, the Number of Employees is based on the concept of Employee Equivalents where each Employee Equivalent is equal to 2,000 labor hours.

Because of the time required for transit systems to compile and report the large amount of data for this book, data for Calendar Year 1985 are preliminary and will be refined when additional data become available. Changes in data reported for prior years, evident when comparing the **1985 Transit Fact Book** to previous editions, were made from subsequent availability of additional or updated data.

SECTION A

Statistical Trends of Transit Finances and Operations

FIGURE I

Transit Revenue and Expense in 1985

PASSENGER REVENUE 36.9%

FEDERAL OPERATING ASSISTANCE 7.8%

OTHER OPERATING REVENUE 5.7%

STATE AND LOCAL OPERATING ASSISTANCE 49.6%

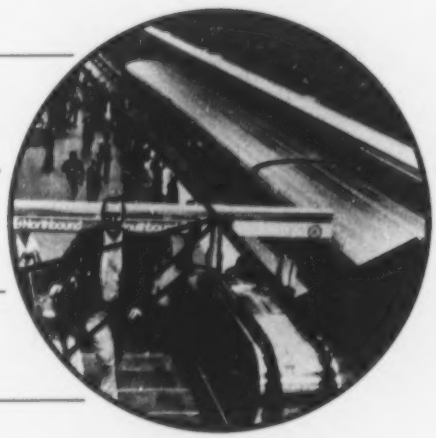
TRANSIT REVENUE

TRANSPORTATION EXPENSE 46.4%

VEHICLE MAINTENANCE EXPENSE 20.3%

NON-VEHICLE MAINTENANCE EXPENSE 9.9%

GENERAL ADMINISTRATION EXPENSE 23.4%



TRANSIT EXPENSE

TABLE 1

Transit Modal Statistics at a Glance

MODE	NUMBER OF SYSTEMS (a)		VEHICLES OWNED AND LEASED	
	1984	1985 (P)	1984	1985 (P)
Motor Bus	2,291	2,338	78,864	79,237
Urbanized Area Fixed-Route	728	743	67,138	67,272
Other Fixed-Route	1,563	1,595	11,726	11,965
Heavy Rail	12	12	9,841	10,116
Light Rail	12	12	1,007	993
Trolley Coach	5	5	686	686
Commuter Railroad	13	13	4,346	4,307
Cable Car	1	1	44	44
Inclined Plane	4	4	10	10
Ferry Boat	16	17	68	68
Aerial Tramway	1	1	2	2
Automated Guideway	2	2	49	49
Total	2,314	2,361	94,917	95,512

P = Preliminary
(a) Total is not sum of all modes since several systems operate more than one mode.

TABLE 1 (Continued)

Transit Modal Statistics at a Glance

MODE	VEHICLE MILES OPERATED (MILLIONS)		OPERATING EXPENSE (MILLIONS)	
	1984	1985 (P)	1984	1985 (P)
Motor Bus	1,721.9	1,771.3	$ 6,822	$ 7,285
Urbanized Area Fixed Route	1,719.6	1,769.0	6,211	6,632
Other Fixed-Route	2.3	2.3	611	653
Heavy Rail	435.8	451.1	2,507	2,834
Light Rail	16.9	16.7	135	144
Trolley Coach	15.3	15.7	79	91
Commuter Railroad	167.8	184.1	1,514	1,533
Ferry Boat	1.3	1.3	157	164
Other (a)	11.3	12.5	5	6
Total	2,370.3	2,452.7	$11,219	$12,057

P = Preliminary
(a) Includes cable car, inclined plane, aerial tramway and automated guideway.

TABLE 1 (Continued)

Transit Modal Statistics at a Glance

MODE	UNLINKED PASSENGER TRIPS (MILLIONS)		ESTIMATED PASSENGER MILES (MILLIONS)	
	1984	1985 (P)	1984	1985 (P)
Motor Bus	5,998	6,024	22,441	22,474
Urbanized Area Fixed-Route	5,873	5,906	22,054	22,095
Other Fixed-Route	125	118	387	379
Heavy Rail	2,231	2,297	10,111	10,440
Light Rail	157	135	420	355
Trolley Coach	165	139	364	306
Commuter Railroad	267	277	6,207	6,547
Ferry Boat	51	53	395	377
Other (a)	4	23	4	25
Total	8,873	8,948	39,942	40,524

P = Preliminary
(a) Includes cable car, inclined plane, aerial tramway, and automated guideway.

TABLE 2

Transit Systems Classified by Vehicle Type and Population Group*

POPULATION OF URBANIZED AREA	ALL-RAIL SYSTEMS	MULTI-MODE SYSTEMS	ALL-BUS SYSTEMS (b)	ALL-FERRY SYSTEMS	TOTAL SYSTEMS (b)
1,000,000 and greater	13	21	279	3	316
200,000 to 1,000,000	0	5	182	2	189
50,000 to 200,000	1	1	260	2	264
Less than 50,000[a]	1	1	1,589	1	1,592
Total U.S. Transit Systems	15	28	2,310	8	2,361

* As of July 1, 1987. Includes only transit systems operating at least one fixed route. Excludes demand-response-only systems and contractors to public systems.

(a) Rural areas and urban places with less than 50,000 population outside of urbanized areas.

(b) Excludes "Local and Suburban" bus service operated by Class I Intercity Bus Carriers.

TABLE 3

Transit Financial Statement for 1984 and 1985

	REVENUES	
	1984	**1985(P)**
Passenger Revenue	$ 4,456,000,000	$ 4,661,800,000
Other Operating Revenue	776,700,000	715,900,000
Total Operating Revenue	$ 5,232,700,000	$ 5,377,700,000
State and Local Operating Assistance	$ 5,581,400,000	$ 6,262,700,000
Federal Operating Assistance	1,024,000,000	980,600,000
Total Operating Assistance	$ 6,605,400,000	$ 7,243,300,000
Total Revenue	$11,838,100,000	$12,621,000,000

EXPENSES

	1984	1985(P)
Transportation Expense	$ 5,216,100,000	$ 5,592,200,000
Vehicle Maintenance Expense	2,236,000,000	2,446,500,000
Non-Vehicle Maintenance Expense	1,097,700,000	1,192,500,000
General Administration Expense	2,668,800,000	2,825,400,000
Total Operating Expense	11,218,600,000	12,056,600,000
Depreciation and Amortization	$ 858,300,000	$ 1,051,400,000
Other Reconciling Items	482,300,000	432,800,000
Total Reconciling Items	$ 1,340,600,000	$ 1,484,200,000
Total Expense	$12,559,200,000	$13,540,800,000

P = Preliminary

NOTE: The difference between Total Revenue and Total Expense is due to several factors including (1) use of the accrual system of accounting rather than the cash system of accounting, (2) amalgamation of accounts of transit systems recording revenue and expense in a variety of fiscal or calendar years, (3) inclusion of State and Local Financial Assistance classified as operating assistance for income accounting purposes but subsequently transferred to capital accounts for expenditure, (4) inclusion of Depreciation and Amortization costs in Total Expense that are met from revenue sources not included in Total Revenue, (5) exclusion of extraordinary revenues and extraordinary expenses, (6) actual profit or loss of privately owned transit systems, and (7) actual surplus or deficit of publicly owned transit systems.

TABLE 4

Publicly Owned Transit as a Portion of All Transit*

CALENDAR YEAR	NUMBER OF TRANSIT SYSTEMS	PERCENT OF ALL TRANSIT	TOTAL TRANSIT VEHICLES OWNED AND LEASED	PERCENT OF ALL TRANSIT	VEHICLE MILES OPERATED	PERCENT OF ALL TRANSIT	UNLINKED PASSENGER TRIPS	PERCENT OF ALL TRANSIT
					(MILLIONS)		(MILLIONS)	
1940	20	2%	4,934	7%	–	–	–	–
1945	29	2	14,609	16	–	–	–	–
1950	36	3	24,570	28	–	–	–	–
1955	39	3	22,011	30	–	–	–	–
1960	58	5	23,738	36	–	–	–	–
1965	88	8	29,592	48	–	–	–	–
1970	159	15	40,778	66	1,280	68%	5,646	77%
1975	333	35	51,964	83	1,706	86	6,275	90
1980	576	55	64,128	90	1,939	93	7,741	94
1985	1,018	43	82,496	86	2,189	89	8,009	89
UZA	482	60	78,476	97	2,188	89	7,955	90
Non-UZA	536	33	4,020	13	1	43	54	43

P = Preliminary – Data not available

* Publicly owned transit systems include all transit systems owned by municipalities, counties, regional authorities, states, or other governmental agencies including transit systems operated or managed by private firms under contract to governmental agency owners. Series not continuous between 1980 and 1985. Data prior to 1985 exclude commuter railroads, urban ferry boats, and some transit systems in non urbanized areas (Non-UZA).

TABLE 5A

Trend of Transit Revenues, Dollars*

CALENDAR YEAR	OPERATING REVENUE			OPERATING ASSISTANCE			TOTAL REVENUE
	PASSENGER	OTHER	TOTAL	STATE & LOCAL	FEDERAL	TOTAL	
	(MILLIONS)	(MILLIONS)	(MILLIONS)	(MILLIONS)	(MILLIONS)	(MILLIONS)	(MILLIONS)
1950	$1,386.8	$ 65.3	$1,452.1	–	–	–	–
1955	1,358.9	67.5	1,426.4	–	–	–	–
1960	1,334.9	72.3	1,407.2	–	–	–	–
1965	1,340.1	103.7	1,443.8	–	–	–	–
1970	1,639.1	68.3	1,707.4	–	–	–	–
1975	1,860.5	182.5	2,043.0	$1,106.0	$ 301.8	$1,407.8	$ 3,450.8
1976	2,025.6	210.5	2,236.1	1,224.5	422.9	1,647.3	3,883.4
1977	2,157.1	196.5	2,353.6	1,319.5	584.5	1,904.1	4,257.7
1978	2,271.0	178.9	2,449.9	1,542.1	689.5	2,231.7	4,681.5
1979	2,436.3	211.5	2,647.8	2,054.6	855.8	2,910.4	5,558.2
1980	2,556.8	248.3	2,805.1	2,611.2	1,093.9	3,705.1	6,510.2
1981	2,701.4	343.8	3,045.2	3,225.7	1,095.1	4,320.8	7,366.0
1982	3,077.0	380.0	3,457.0	3,582.0	1,005.4	4,587.4	8,044.3
1983	3,171.6	332.5	3,504.1	4,194.6	827.0	5,021.6	8,525.7
1984	4,456.0	776.7	5,232.7	5,581.4	1,024.0	6,605.4	11,838.1
P 1985	4,661.8	715.9	5,377.7	6,262.7	980.6	7,243.3	12,621.0

P = Preliminary – Data not available

* Excludes commuter railroad, automated guideway, urban ferry boat and most rural and smaller systems prior to 1984. Series not continuous between 1983 and 1984.

TABLE 5B

Trend of Transit Revenues, Percent of Total Revenue*

CALENDAR YEAR	OPERATING REVENUE			OPERATING ASSISTANCE			TOTAL REVENUE
	PASSENGER	OTHER	TOTAL	STATE & LOCAL	FEDERAL	TOTAL	
	(PERCENT)	(PERCENT)	(PERCENT)	(PERCENT)	(PERCENT)	(PERCENT)	(PERCENT)
1975	53.9	5.3	59.2	32.1	8.7	40.8	100.0
1976	52.2	5.4	57.6	31.5	10.9	42.4	100.0
1977	50.7	4.6	55.3	31.0	13.7	44.7	100.0
1978	48.5	3.8	52.3	33.0	14.7	47.7	100.0
1979	43.8	3.8	47.6	37.0	15.4	52.4	100.0
1980	39.0	3.7	42.7	40.0	17.3	57.3	100.0
1981	36.7	4.6	41.3	43.8	14.9	58.7	100.0
1982	38.3	4.7	43.0	44.5	12.5	57.0	100.0
1983	37.2	3.9	41.1	49.2	9.7	58.9	100.0
1984	37.6	6.6	44.2	47.1	8.7	55.8	100.0
P 1985	36.9	5.7	42.6	49.6	7.8	57.4	100.0

P = Preliminary

* Excludes commuter railroad, automated guideway, urban ferry boat, and most rural and smaller systems prior to 1984. Series not continuous between 1983 and 1984.

FIGURE II

Source of Revenue by Transit System Vehicle Mode and Population of Area Served

VEHICLE MODE, POPULATION SIZE OF SERVICE AREA	CALENDAR YEAR	SAMPLE SIZE (a)	PERCENT OF REVENUE FOR OPERATIONS FROM			
			PASSENGER FARES	OTHER EARNINGS (b)	STATE AND LOCAL ASSISTANCE	FEDERAL ASSISTANCE
Multi-Mode, All Areas (c)	1981	15	42.6	4.4	41.0	12.0
	1982	14	45.0	3.4	42.0	9.6
	1983	15	42.2	3.0	47.3	7.5
	1984	23	41.1	4.1	47.7	7.1
	1985	22	41.8	5.3	46.2	6.7
Motor Bus Only, 1,000,000 or More	1981	35	30.3	5.2	49.2	15.3
	1982	30	30.7	6.4	48.7	14.2
	1983	39	26.9	5.7	56.0	11.4
	1984	39	27.3	5.9	57.4	9.4
	1985	33	27.5	6.8	57.0	8.7
Motor Bus Only, 500,000 - 1,000,000	1981	24	31.9	4.4	40.3	23.4
	1982	18	31.5	5.3	43.2	20.0
	1983	24	29.3	4.7	48.7	17.3
	1984	20	29.7	4.9	47.4	18.0
	1985	21	27.6	5.4	49.8	17.2

(a), (b), (c) See footnotes Page 21.

FIGURE II (continued)

Source of Revenue by Transit System Vehicle Mode and Population of Area Served

VEHICLE MODE, POPULATION SIZE OF SERVICE AREA	CALENDAR YEAR	SAMPLE SIZE (a)	PERCENT OF REVENUE FOR OPERATIONS FROM			
			PASSENGER FARES	OTHER EARNINGS (b)	STATE AND LOCAL ASSISTANCE	FEDERAL ASSISTANCE
Motor Bus Only, 200,000 to 500,000	1981	35	29.8	4.0	41.4	24.8
	1982	33	32.1	4.0	37.7	26.2
	1983	46	28.3	3.6	44.8	23.3
	1984	42	28.9	4.3	44.4	22.4
	1985	38	29.0	5.3	44.1	21.6
Motor Bus Only, 200,000 or Fewer	1981	55	23.4	5.1	44.8	26.7
	1982	46	24.5	5.0	45.4	25.1
	1983	61	22.1	5.3	50.6	22.0
	1984	73	24.3	6.2	46.9	22.6
	1985	73	22.1	6.4	50.5	21.0

NOTE: Excludes automated guideway and commuter railroad data and transit systems operating only heavy rail or light rail.

(a) Number of transit systems reporting data for category and year. Percentages are for the sample only; not expanded to include all transit systems. A part of the variation in percentage values from year to year may result from changes in which transit systems comprise the sample groups rather than from actual changes in values for all transit systems.

(b) Other operating revenue, non-operating income, and net auxiliary operating revenue.

(c) Systems directly operating two or more of the following modes: motor bus, heavy rail, light rail, trolley coach, urban ferry boat, or inclined plane.

TABLE 6A

Trend of Transit Expenses by Function Class, Dollars*

CALENDAR YEAR	OPERATING EXPENSE					DEPRECIATION AND AMORTIZATION	OTHER RECONCILING ITEMS	TOTAL EXPENSE
	TRANSPORTATION	MAINTENANCE		GENERAL ADMINISTRATION (b)	TOTAL			
		VEHICLE	NON-VEHICLE					
	(MILLIONS)	(MILLIONS)	(MILLIONS)	(MILLIONS)	(MILLIONS)	(MILLIONS)	(MILLIONS)	(MILLIONS)
1950	–	–	–	–	–	–	–	1,385.7
1955	–	–	–	–	–	–	–	1,370.1
1960	–	–	–	–	–	–	–	1,376.5
1965	–	–	–	–	–	–	–	1,454.4
1970	–	–	–	–	–	–	–	1,995.6
1975	$1,876.5	$814.4[a]		$ 846.4	$ 3,537.3	$ 121.0	$ 94.2	3,752.5
1976	2,033.4	894.1[a]		929.9	3,857.4	136.3	88.9	4,082.6
1977	2,219.8	972.7[a]		928.5	4,121.0	161.4	84.2	4,366.6
1978	2,508.7	$ 776.6	$ 292.1	961.7	4,539.1	149.6	100.2	4,788.9
1979	2,735.0	1,070.2	398.8	1,027.7	5,231.7	253.4	126.3	5,611.4
1980	3,248.2	1,274.3	499.7	1,224.3	6,246.5	277.6	186.5	6,710.6
1981	3,596.5	1,397.8	547.9	1,482.1	7,024.3	386.3	211.1	7,621.7
1982	3,882.3	1,555.8	611.8	1,503.0	7,552.9	507.1	254.3	8,314.3
1983	3,930.8	1,696.6	694.9	1,633.7	7,956.0	472.5	307.2	8,735.7
1984	5,216.1	2,236.0	1,097.7	2,668.8	11,218.6	858.3	482.3	12,559.2
P 1985	5,592.2	2,446.5	1,192.5	2,825.4	12,056.6	1,051.4	432.8	13,540.8

P = Preliminary — Data not available

(a) Vehicle Maintenance and Non-Vehicle Maintenance combined.
(b) Includes purchased transportation service.
* Excludes commuter railroad, automated guideway, urban ferry boat, and most rural and smaller systems prior to 1984. Series not continuous between 1983 and 1984.

TABLE 6B

Trend of Transit Expenses by Function Class, Percent of Operating Expense*

CALENDAR YEAR	OPERATING EXPENSE				
	TRANSPORTATION	MAINTENANCE		GENERAL ADMINISTRATION (a)	TOTAL (b)
		VEHICLE	NON-VEHICLE		
	(PERCENT)	(PERCENT)	(PERCENT)	(PERCENT)	(PERCENT)
1975	53.1	23.0[c]		23.9	100.0
1976	52.7	23.2[c]		24.1	100.0
1977	53.9	23.6[c]		22.5	100.0
1978	55.3	17.1	6.4	21.2	100.0
1979	52.3	20.5	7.6	19.6	100.0
1980	52.0	20.4	8.0	19.6	100.0
1981	51.2	19.9	7.8	21.1	100.0
1982	51.4	20.6	8.1	19.9	100.0
1983	49.4	21.3	8.8	20.5	100.0
1984	46.5	19.9	9.8	23.8	100.0
P 1985	46.4	20.3	9.9	23.4	100.0

P = Preliminary

(a) Includes purchased transportation service.

* Excludes commuter railroad, automated guideway, urban ferry boat, and most rural and smaller systems prior to 1984. Series not continuous between 1983 and 1984.

(b) Operating Expense only, excludes Depreciation and Amortization and Other Reconciling Items.

(c) Vehicle Maintenance and Non-Vehicle Maintenance combined.

TABLE 7A

Trend of Transit Expenses by Object Class, Dollars*

CALENDAR YEAR	LABOR (a)	SERVICES	MATERIALS AND SUPPLIES	UTILITIES	CASUALTY AND LIABILITY COSTS	OTHER (b)	TOTAL OPERATING EXPENSE
	(MILLIONS)	(MILLIONS)	(MILLIONS)	(MILLIONS)	(MILLIONS)	(MILLIONS)	(MILLIONS)
1975	$2,849.3	–	–	–	–	–	$ 3,537.3
1976	3,085.4	–	–	–	–	–	3,857.4
1977	3,360.3	–	–	–	–	--	4,121.0
1978	3,704.6	–	–	–	–	–	4,539.1
1979	4,115.4	$136.3	$ 508.3	$188.7	$183.4	$ 99.6	5,231.7
1980	4,634.0	237.6	759.4	231.3	237.8	146.4	6,246.5
1981	5,142.6	266.8	940.8	280.9	252.8	140.4	7,024.3
1982	5,487.9	298.3	1,129.9	322.5	188.1	126.1	7,552.9
1983	5,898.6	309.4	1,023.9	431.2	192.6	100.3	7,956.0
1984	8,097.6	419.5	1,354.3	473.0	322.2	552.0	11,218.6
P 1985	8,732.2	432.9	1,500.7	505.5	356.0	529.3	12,056.6

P = Preliminary

* Excludes commuter railroad, automated guideway, urban ferry boat and most rural and smaller systems prior to 1984. Series not continuous between 1983 and 1984.

(a) See Table 13 for further detail of labor expense.

(b) Includes purchased transportation service.

TABLE 7B

Trend of Transit Expenses by Object Class, Percent of Operating Expense*

CALENDAR YEAR	LABOR (a)	SERVICES	MATERIALS AND SUPPLIES	UTILITIES	CASUALTY AND LIABILITY COSTS	OTHER (b)	TOTAL OPERATING EXPENSE
	(PERCENT)	(PERCENT)	(PERCENT)	(PERCENT)	(PERCENT)	(PERCENT)	(PERCENT)
1975	80.6	–	–	–	–	–	100.0
1976	79.9	–	–	–	–	–	100.0
1977	81.5	–	–	–	–	–	100.0
1978	81.6	–	–	–	–	–	100.0
1979	78.7	2.6	9.7	3.6	3.5	1.9	100.0
1980	74.2	3.8	12.2	3.7	3.8	2.3	100.0
1981	73.2	3.8	13.4	4.0	3.6	2.0	100.0
1982	72.7	3.9	15.0	4.3	2.5	1.6	100.0
1983	74.1	3.9	12.9	5.4	2.4	1.3	100.0
1984	72.2	3.7	12.1	4.2	2.9	4.9	100.0
P 1985	72.4	3.6	12.4	4.2	3.0	4.4	100.0

P = Preliminary – Data not available

* Excludes commuter railroad, automated guideway, and urban ferry boat, and most rural and smaller systems prior to 1984. Series not continuous between 1983 and 1984.
(a) See Table 13 for further detail of labor expense.
(b) Includes purchased transportation service.

FIGURE III

Operating Expense by Transit System Vehicle Mode and Population of Area Served

VEHICLE MODE, POPULATION SIZE OF SERVICE AREA	CALENDAR YEAR	SAMPLE SIZE (a)	PERCENT OF OPERATING EXPENSE FOR			
			TRANSPORTATION	VEHICLE MAINTENANCE	NON-VEHICLE MAINTENANCE	GENERAL ADMINISTRATION
Multi-Mode, All Areas (b)	1981	15	43.5	18.7	11.1	26.7
	1982	14	44.0	19.9	11.8	24.3
	1983	15	43.9	21.2	12.9	22.0
	1984	23	42.2	20.4	13.2	24.2
	1985	22	41.8	20.8	13.0	24.4
Motor Bus Only, 1,000,000 or More	1981	35	58.2	21.2	2.3	18.3
	1982	30	57.1	22.5	2.3	18.1
	1983	39	55.8	22.3	2.5	19.4
	1984	39	55.4	22.1	2.7	19.8
	1985	33	53.5	22.5	2.5	21.5
Motor Bus Only, 500,000 - 1,000,000	1981	24	61.6	18.6	2.2	17.6
	1982	18	61.8	19.6	2.3	16.3
	1983	24	59.5	19.3	2.3	18.9
	1984	20	60.2	19.0	2.6	18.2
	1985	21	58.8	19.5	2.5	19.2

(a), (b) See footnotes Page 27.

FIGURE III (continued)

Operating Expense by Transit System Vehicle Mode and Population of Area Served

VEHICLE MODE, POPULATION SIZE OF SERVICE AREA	CALENDAR YEAR	SAMPLE SIZE (a)	PERCENT OF OPERATING EXPENSE FOR			
			TRANSPORTATION	VEHICLE MAINTENANCE	NON-VEHICLE MAINTENANCE	GENERAL ADMINISTRATION
Motor Bus Only, 200,000 to 500,000	1981	35	62.7	18.2	2.1	17.0
	1982	33	63.4	17.7	2.2	16.7
	1983	46	61.8	19.0	1.8	17.4
	1984	42	62.4	19.1	1.9	16.6
	1985	38	61.4	18.9	2.1	17.6
Motor Bus Only, 200,000 or Fewer	1981	55	61.7	19.2	1.7	17.4
	1982	46	62.2	19.2	1.5	17.1
	1983	61	61.8	19.3	1.5	17.4
	1984	73	61.1	19.3	1.7	17.9
	1985	73	59.6	19.3	1.8	19.2

NOTE: Excludes automated guideway and commuter railroad data and transit systems operating only heavy rail or light rail.

(a) Number of transit systems reporting data for category and year. Percentages are for the sample only; not expanded to include all transit systems. A part of the variation in percentage values from year to year may result from changes in which transit systems comprise the sample groups rather than from actual changes in values for all transit systems.

(b) Systems directly operating two or more of the following modes: motor bus, heavy rail, light rail, trolley coach, urban ferry boat, or inclined plane.

FIGURE IV

Transit Operating Expense for 1985 Classified By Function and Object Class (Total Dollars in Thousands)

Function and Object Class	Transportation	Vehicle Maintenance	Non-Vehicle Maintenance	General Administration (a)	Total
Salaries and Wages	2,885,394	1,166,411	662,144	1,088,650	5,802,600
Fringe Benefits	1,378,838	574,229	363,335	613,199	2,929,600
Services	33,748	81,460	67,495	250,198	432,900
Fuels and Lubricants	487,985	33,958	1,258	0	523,200
Materials and Supplies	79,125	597,699	139,991	160,685	977,500
Utilities	85,993	4,648	266,114	148,745	505,500
Casualty and Liability Costs	12,760	3,828	5,104	334,308	356,000
Other (a)	628,358	(15,733)	(312,940)	229,615	529,300
Total	5,592,200	2,446,500	1,192,500	2,825,400	12,056,600

(a) Includes purchased transportation service.

FIGURE IV (continued)

Transit Operating Expense for 1985 Classified By Function and Object Class (Percent of Total)

Function and Object Class	Transportation	Vehicle Maintenance	Non-Vehicle Maintenance	General Administration (a)	Total
Salaries and Wages	23.93	9.67	5.50	9.03	48.13
Fringe Benefits	11.44	4.76	3.01	5.09	24.30
Services	0.28	0.68	0.56	2.07	3.59
Fuels and Lubricants	4.05	0.28	0.01	0.00	4.34
Materials and Supplies	0.66	4.96	1.16	1.33	8.11
Utilities	0.71	0.04	2.21	1.23	4.19
Casualty and Liability Costs	0.11	0.03	0.04	2.77	2.95
Other (a)	5.21	(0.13)	(2.60)	1.91	4.39
Total	46.39	20.29	9.89	23.43	100.00

(a) Includes purchased transportation service.

TABLE 8

Trend of Transit Passenger Trips Classified by Population Groups[a]

CALENDAR YEAR	HEAVY RAIL	COMMUTER RAIL	SURFACE LINES					TOTAL PASSENGER RIDES/TRIPS (e)
			500,000 AND OVER	250,000-500,000	100,000-250,000	50,000-100,000	LESS THAN 50,000	
	(MILLIONS)	(MILLIONS)	(MILLIONS)	(MILLIONS)	(MILLIONS)	(MILLIONS)	(MILLIONS)	(MILLIONS)
1950[b]	2,264	–	6,649	2,563	2,024	1,689	930	17,246[f]
1955	1,870	–	4,510	1,668	1,236	1,019	467	11,529[f]
1960	1,850	–	3,865	1,175	891	714	297	9,395[f]
1965	1,858	–	3,747	757	520	592	240	8,253[f]
1970	1,881	–	3,265	662	428	494	175	7,332[f]
1975[c]	1,673	260	4,493	357	282	73	146	7,284
1980	2,108	280	5,210	410	311	91	157	8,567
1981[d]	2,094	268	5,162	302	243	92	123	8,284
1982	2,115	259	4,939	287	238	91	123	8,052
1983	2,167	262	5,055	277	231	90	121	8,203
1984	2,231	267	5,625	295	231	99	125	8,873
P 1985	2,297	277	5,620	297	232	100	125	8,948

P = Preliminary – Data not available

(a) Total Passenger Rides from 1950 through 1979 based upon individual transit system data collection procedures. Unlinked Passenger Trips beginning in 1980 based on data collection procedures defined by Urban Mass Transportation Act, Section 15. Prior to 1984, excludes most rural and smaller systems. Series not continuous between 1983 and 1984.

(b) From 1950 through 1970 transit systems assigned by population of headquarters city.

(c) From 1975 through 1980 transit systems assigned by population of urbanized area based on 1970 United States Census of Population.

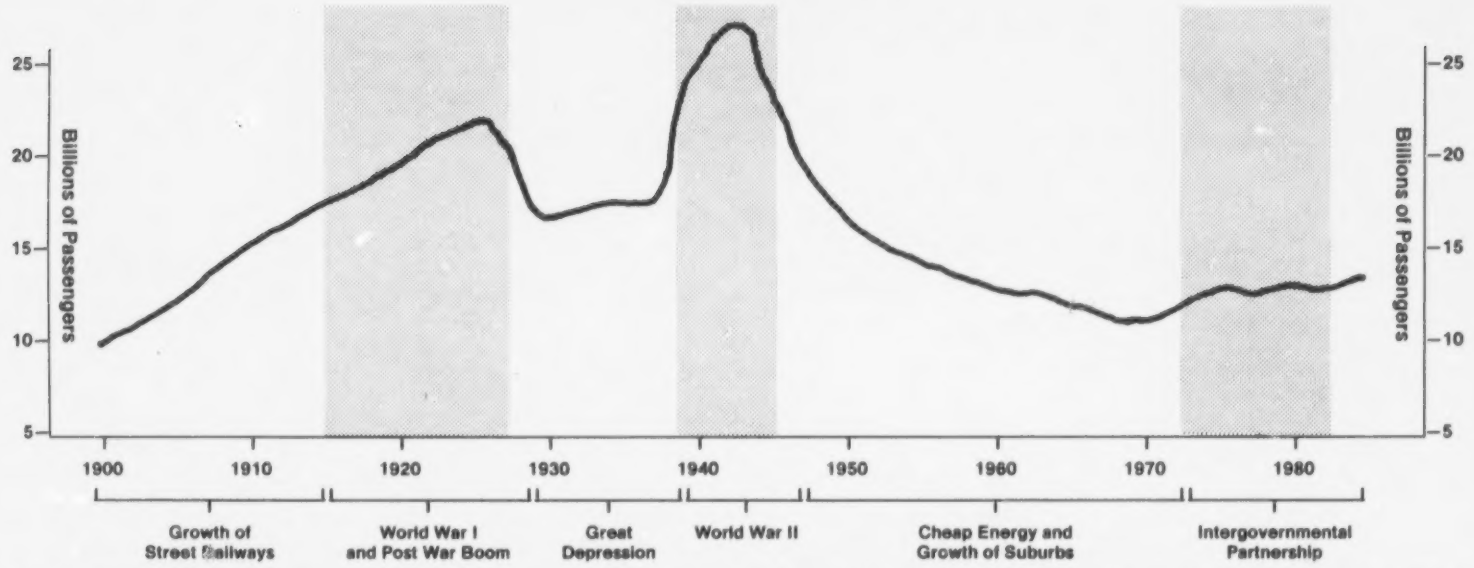
(d) From 1981 through 1985 transit systems assigned by population of urbanized area based on 1980 United States Census of Population.

(e) Excludes commuter railroad, cable car, inclined plane, automated guideway, and urban ferry boat prior to 1975.

(f) Includes suburban and other surface lines not allocated to population groups prior to 1975.

FIGURE V

Major Trends of Transit Ridership



Transit ridership has gone through six major cycles of growth and decline during the Twentieth Century influenced by social and economic forces external to transit. From 1900 to 1929 transit ridership grew steadily; first due to technical innovation and investment opportunities during the early development of street railways and then due to the economic boom of World War I and the post-war period. The Great Depression caused a steep decline in ridership between 1929 and 1939 as people made fewer work trips and often could not afford to take pleasure trips. A new federal law limiting utilities' ability to subsidize transit, as had been normal practice, led to a decline in transit capital facilities. World War II caused motor fuel rationing and an economic boom that led to a new rapid growth cycle in transit ridership. Ridership quickly declined from artificially high war levels as people fled to suburbs spurred on by cheap fuel and government policy favoring low-density suburban growth. In 1973 the ridership cycle reversed again and transit began a steady growth based on a partnership of local, state, and federal government committed to improving America's transportation infrastructure.

TABLE 9

Trend of Transit Passenger Trips[a]

CALENDAR YEAR	RAILWAY			TROLLEY COACH	MOTOR BUS	OTHER	TOTAL PASSENGER RIDES/TRIPS (b)
	LIGHT RAIL	HEAVY RAIL	COMMUTER RAIL				
	(MILLIONS)	(MILLIONS)	(MILLIONS)	(MILLIONS)	(MILLIONS)	(MILLIONS)	(MILLIONS)
1950	3,904	2,264	–	1,658	9,420	–	17,246
1955	1,207	1,870	–	1,202	7,250	–	11,529
1960	463	1,850	–	657	6,425	–	9,395
1965	276	1,858	–	305	5,814	–	8,253
1970	235	1,881	–	182	5,034	–	7,332
1975	124	1,673	260	78	5,084	65	7,284
1976	112	1,632	260	75	5,247	67	7,393
1977	103	1,610	265	70	5,488	67	7,603
1978	104	1,706	267	70	5,721	67	7,935
1979	107	1,777	279	75	6,156	67	8,461
1980	133	2,108	280	142	5,837	67	8,567
1981	123	2,094	268	138	5,594	67	8,284
1982	136	2,115	259	151	5,324	67	8,052
1983	137	2,167	262	160	5,422	55	8,203
1984	157	2,231	267	165	5,998	55	8,873
P 1985	135	2,297	277	139	6,024	76	8,948

P = Preliminary – Data not available

(a) Total Passenger Rides from 1950 through 1979 based on individual transit data collection procedures. Unlinked Transit Passenger Trips beginning in 1980 based on data collection procedures defined by Urban Mass Transportation Act, Section 15. Prior to 1984, excludes most rural and smaller systems. Series not continuous between 1983 and 1984.

(b) Excludes commuter railroad, cable car, inclined plane, automated guideway, and urban ferry boat prior to 1975.

TABLE 10

Trend of Passenger Miles

CALENDAR YEAR	RAILWAY			TROLLEY COACH	MOTOR BUS (a)	OTHER	TOTAL PASSENGER MILES (a)
	LIGHT RAIL	HEAVY RAIL	COMMUTER RAIL				
	(MILLIONS)	(MILLIONS)	(MILLIONS)	(MILLIONS)	(MILLIONS)	(MILLIONS)	(MILLIONS)
1977	389	9,682	6,167	225	19,730	390	36,583
1978	392	10,330	6,213	234	20,708	390	38,267
1979	407	10,760	6,492	204	21,393	390	39,646
1980	381	10,558	6,516	219	21,790	390	39,854
1981	346	10,244	6,236	254	21,012	390	38,482
1982	379	10,049	6,027	295	19,987	387	37,124
1983	391	10,350	6,097	325	20,047	392	37,602
1984	420	10,111	6,207	364	22,441	399	39,942
P 1985	355	10,440	6,547	306	22,474	402	40,524

P = Preliminary

(a) Prior to 1984 excludes most rural and smaller systems funded via Sections 18 and 16(b)2, Urban Mass Transportation Act of 1964, as amended. Series not continuous between 1983 and 1984.

TABLE 11

Trend of Passenger Vehicle Miles Operated

CALENDAR YEAR	RAILWAY			TROLLEY COACH	MOTOR BUS (b)	OTHER	TOTAL VEHICLE MILES OPERATED (a)(b)
	LIGHT RAIL	HEAVY RAIL	COMMUTER RAIL				
	(MILLIONS)	(MILLIONS)	(MILLIONS)	(MILLIONS)	(MILLIONS)	(MILLIONS)	(MILLIONS)
1950	463.1	443.4	–	205.7	1,895.4	–	3,007.6
1955	178.3	382.8	–	176.5	1,709.9	–	2,447.5
1960	74.8	390.9	–	100.7	1,576.4	–	2,142.8
1965	41.6	395.3	–	43.0	1,528.3	–	2,008.2
1970	33.7	407.1	–	33.0	1,409.3	–	1,883.1
1975	23.8	423.1	173.0	15.3	1,526.0	15.0	2,176.2
1976	21.1	407.0	173.0	15.3	1,581.4	15.4	2,213.2
1977	20.4	361.3	175.0	14.8	1,623.3	15.4	2,210.2
1978	19.5	363.5	174.0	13.3	1,630.5	15.4	2,216.2
1979	19.1	380.5	176.0	11.7	1,633.6	15.4	2,236.3
1980	17.5	384.7	179.0	13.0	1,677.2	15.4	2,286.8
1981	16.5	420.1	176.0	11.9	1,684.6	15.4	2,324.5
1982	16.1	429.1	175.0	13.7	1,668.8	15.4	2,318.1
1983	16.0	407.5	177.0	15.0	1,677.8	12.6	2,305.9
1984	16.9	435.8	167.8	15.3	1,721.9	12.6	2,370.3
P 1985	16.7	451.1	184.1	15.7	1,771.3	13.8	2,452.7

P = Preliminary – Data not available

(a) Excludes commuter railroad, cable car, inclined plane, automated guideway, and urban ferry boat prior to 1975.

(b) Prior to 1984 excludes most rural and smaller systems funded via Sections 18 and 16(b)2, Urban Mass Transportation Act of 1964, as amended. Series not continuous between 1983 and 1984.

TABLE 12

Trend of Transit Fares

CALENDAR YEAR	AVERAGE REVENUE PER UNLINKED TRANSIT PASSENGER TRIP (a)(e)	ADULT CASH FARE (BASE PERIOD)			PERCENT OF TRANSIT SYSTEMS WITH (c)		
		HIGH	LOW	MEAN(b)	PEAK PERIOD SURCHARGES	TRANSFER CHARGES	ZONE FARES
1950	8.0	17	5	–	–	–	–
1955	11.8	20	5	–	–	–	–
1960	14.2	30	7	–	–	–	–
1965	16.2	35	10	–	–	–	–
1970	22.4	50	10	–	–	–	–
1975	26.7	75	Free	–	–	–	–
1976	27.8	75	Free	–	–	–	–
1977	29.6	75	Free	32.6¢	3.7%	–	–
1978	29.8	75	Free	33.6	4.6	–	–
1979	30.0	75	Free	35.7	5.4	–	–
1980	31.0	75	Free	40.3	5.1	29.6%	31.4%
1981	33.9	100	Free	47.3	4.2	23.7	31.6
1982	39.7	100	Free	52.8	9.0	28.4	38.9
1983	40.2	100	Free	54.9	8.9	37.1	35.9
1984	50.2	150	Free	56.9[a]	9.5	36.6	34.0
P 1985	52.1	150	Free	58.4[a]	8.6	37.0	33.1

P = Preliminary – Data not available

(a) Includes transfer charges and zone charges; includes reduced-fare trips, free-fare trips, and free-transfer trips.
(b) Unweighted average of adult cash fares, fixed-route service; excludes transfer, premium, or zone charges; each transit system counted equally.
(c) As of February 1; percents represent a 200-transit-system sample, not estimated for all transit systems.
(d) Calculation based on basic Adult Cash Fare only. Excludes (b) in excess of Adult Cash Fare.
(e) Excludes commuter railroad, automated guideway, and urban ferry boat prior to 1984.

TABLE 13

Trend of Transit Employment, Compensation, and Labor Costs*

CALENDAR YEAR	NUMBER OF EMPLOYEES (a)	SALARIES AND WAGES	FRINGE BENEFIT COSTS	TOTAL LABOR COSTS
		(THOUSANDS)	(THOUSANDS)	(THOUSANDS)
1940	203,000	$ 360,000	–	–
1945	242,000	632,000	–	–
1950	240,000	835,000	–	–
1955	198,000	864,000	–	–
1960	156,400	857,300	–	–
1965	145,000	963,500	–	–
1970	138,040	1,274,109	–	–
1975	159,800	2,236,063	$ 613,274	$2,849,337
1976	162,950	2,403,683	681,684	3,085,367
1977	162,510	2,546,720	813,607	3,360,327
1978	165,400	2,740,557	964,096	3,704,653
1979	177,900	3,025,041	1,090,376	4,115,417
1980	187,000	3,280,915	1,353,132	4,634,047
1981	191,600	3,493,564	1,649,071	5,142,635
1982	193,500	3,731,397	1,756,507	5,487,904
1983	194,960	3,921,330	1,977,270	5,898,600
1984	254,422	5,349,891	2,747,754	8,097,645
P 1985	261,933	5,802,600	2,929,600	8,732,200

P = Preliminary – Data not available

* Excludes commuter railroad, automated guideway, urban ferry boat and most rural and smaller systems prior to 1984. Series not continuous between 1983 and 1984.

(a) Beginning 1980 equals employee equivalents of 2,000 labor hours each.

TABLE 14

Trend of Transit Employees by Job Category*

CALENDAR YEAR	NUMBER OF EMPLOYEES (a)					
	VEHICLE OPERATORS (b)	OTHER TRANSPORTATION	VEHICLE MECHANICS	OTHER MAINTENANCE	ALL OTHER	TOTAL
1975	84,300	–	–	–	–	159,800
1976	85,200	–	–	–	–	162,950
1977	84,800	–	–	–	–	162,510
1978	85,100	–	–	–	–	165,400
1979	90,760	23,360	20,650	31,360	11,770	177,900
1980	95,690	22,830	22,220	32,350	13,910	187,000
1981	96,930	22,740	23,640	33,190	15,100	191,600
1982	95,800	22,580	24,830	33,240	17,500	193,950
1983	94,170	22,400	25,030	33,980	19,380	194,960
1984	119,463	29,863	32,584	46,336	26,176	254,422
P 1985	122,600	30,831	33,640	47,838	27,024	261,933

P = Preliminary – Data not available

* Excludes commuter railroad, automated guideway, urban ferry boat and most rural and smaller systems prior to 1984. Series not continuous between 1983 and 1984.

(a) Beginning 1980 equals employee equivalents of 2,000 labor hours each.

(b) Includes conductors.

SECTION B

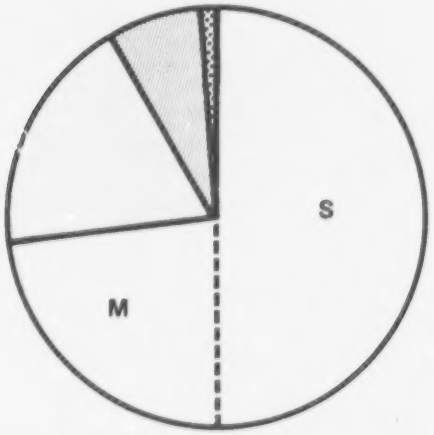
Transit Vehicle Characteristics and System Locations

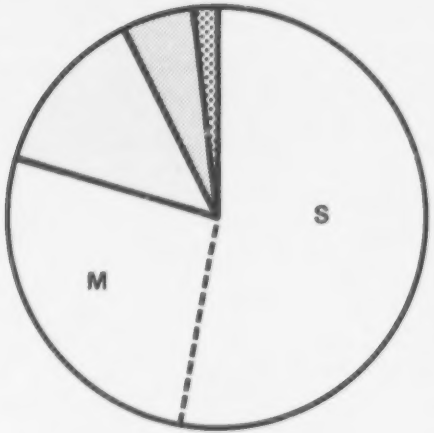
FIGURE VI

Comparison of Operating Data by Transit Mode for 1985

VEHICLE MILES

S	Single-Mode Motor Bus Systems*	49%
M	Multi-Mode Motor Bus Operations*	23%
	Heavy Rail	18%
	Commuter Railroad	8%
	Other Modes	2%





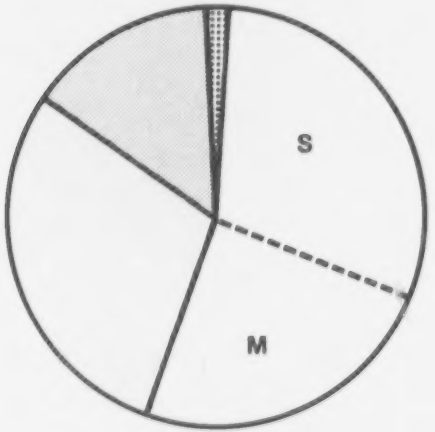
ACTIVE VEHICLES

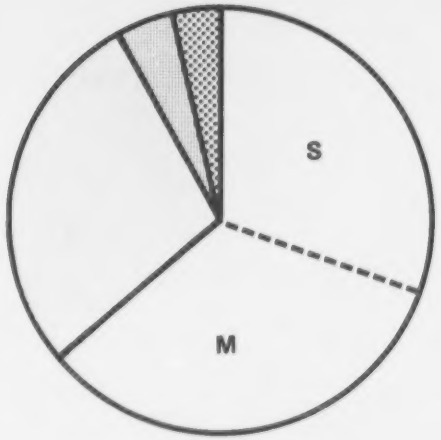
S	Single Mode Motor Bus Systems*	54%
M	Multi-Mode Motor Bus Operations*	28%
	Heavy Rail	11%
	Commuter Railroad	5%
	Other Modes	2%

*Single-Mode Motor Bus Systems include both motor bus and van operations by systems not operating any other types of vehicles; Multi-Mode Motor Bus Operations include both motor bus and van operations of transit systems also operating other modes.

PASSENGER MILES

S	Single-Mode Motor Bus Systems*	31%
M	Multi-Mode Motor Bus Operations*	24%
	Heavy Rail	26%
	Commuter Railroad	16%
	Other Modes	3%





PASSENGER TRIPS

S	Single-Mode Motor Bus Systems*	32%
M	Multi-Mode Motor Bus Operations*	35%
	Heavy Rail	26%
	Commuter Railroad	3%
	Other Modes	4%

*Single-Mode Motor Bus Systems include both motor bus and van operations by systems not operating any other types of vehicles; Multi-Mode Motor Bus Operations include both motor bus and van operations of transit systems also operating other modes.

TABLE 15

Trend of Energy Consumption by Transit Passenger Vehicles*

CALENDAR YEAR	ELECTRIC POWER CONSUMED (KILOWATT HOURS IN MILLIONS)			FOSSIL FUELS CONSUMED (GALLONS IN THOUSANDS)			
				DIESEL			GASOLINE (a)
1950		5,251			98,600		430,000
1955		3,530			172,600		276,000
1960		2,908			208,100		191,900
1965		2,584			248,400		124,200
1970		2,561			270,600		68,200
1975		2,646			365,060		7,576
1976		2,576			389,187		6,163
1977		2,303			402,842		9,273
1978		2,223			422,017		9,331
1979		2,473			423,212		8,973
1980		2,446			431,400		11,400
1981		2,655			445,950		13,950
1982		2,722			455,590		11,670
1983		2,930			450,260		9,460
	COMMUTER RAIL	ALL OTHER	TOTAL	COMMUTER RAIL	MOTOR BUS	FERRY BOAT	
1984	924	3,322	4,246	52,257	503,233	30,195	10,882
P 1985	1,024	3,366	4,390	50,772	513,887	31,014	9,198

P = Preliminary — Data not available

* Excludes commuter railroad, automated guideway, urban ferry boat and most rural and smaller systems prior to 1984. Series not continuous between 1983 and 1984.

(a) Includes propane, Lpg and others.

FIGURE VII

FOSSIL FUELS CONSUMED BY TRANSIT VEHICLES
1945 to 1985

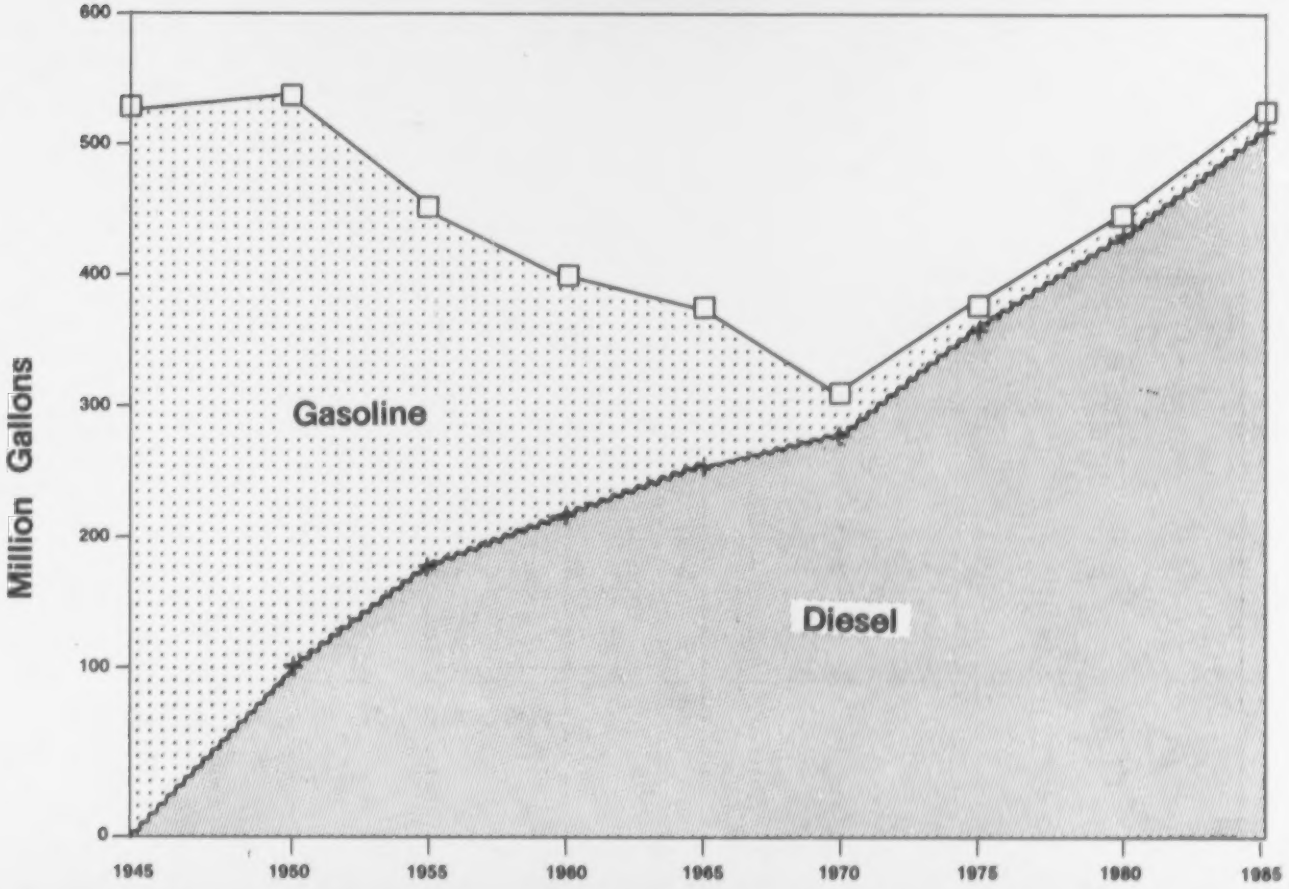


TABLE 16

Trend of Commuter Railroad Operations

CALENDAR YEAR	NUMBER OF SYSTEMS	OPERATING REVENUE	OPERATING EXPENSE	UNLINKED PASSENGER TRIPS	COMMUTER RAIL CARS OWNED AND LEASED	VEHICLE MILES OPERATED
		(MILLIONS)	(MILLIONS)	(MILLIONS)		(MILLIONS)
1973	15	$250	$ 413	239	–	–
1974	15	263	495	254	–	–
1975	15	283	571	260	–	–
1976	15	334	657	260	4,490	–
1977	15	347	671	265	4,392	175
1978	17	370	778	267	4,525	174
1979	18	410	915	279	4,402	176
1980	18	436	973	280	4,500	179
1981	18	454	1,041	268	4,465	176
1982	18	490	1,164	259	4,497	175
1983	17	606	1,178	262	4,423	177
1984	13	779	1,514	267	4,346	168
P 1985	13	789	1,533	277	4,307	184

P = Preliminary – Data not available

TABLE 17

Transit Passenger Vehicles Owned and Leased

CALENDAR YEAR	RAILWAY			TROLLEY COACH	MOTOR BUS (b)	OTHER (a)	TOTAL PASSENGER VEHICLES (a)(b)
	LIGHT RAIL	HEAVY RAIL	COMMUTER RAIL(a)				
1950	13,228	9,758	–	6,504	56,820	–	86,310
1955	5,300	9,232	–	6,157	52,400	–	73,089
1960	2,856	9,010	–	3,826	49,600	–	65,292
1965	1,549	9,115	–	1,453	49,600	–	61,717
1970	1,262	9,286	–	1,050	49,700	–	61,298
1975	1,061	9,556	–	703	50,811	–	62,183
1976	963	9,662	4,490	685	52,382	–	68,182
1977	992	9,587	4,392	645	51,968	–	67,584
1978	944	9,515	4,525	593	52,866	–	68,443
1979	959	9,470	4,402	725	54,490	–	70,046
1980	1,013	9,641	4,500	823	59,411	–	75,388
1981	1,075	9,749	4,465	751	60,393	–	76,433
1982	1,016	9,815	4,497	763	62,114	–	78,205
1983	1,013	9,891	4,423	686	62,093	–	78,106
1984	1,007	9,841	4,346	686	78,864	173	94,917
P 1985	993	10,116	4,307	686	79,237	173	95,512

P = Preliminary – Data not available

(a) Commuter rail data not available prior to 1976; other mode data not available prior to 1984.

(b) Prior to 1984 excludes most rural and smaller systems funded via Sections 18 and 16(b)(2), Urban Mass Transportation Act of 1964, as amended. Series not continuous between 1983 and 1984.

TABLE 18

New Transit Passenger Vehicles Delivered

CALENDAR YEAR	RAILWAY CARS (d)			TROLLEY COACHES	MOTOR BUSES(a)				TOTAL PASSENGER VEHICLES (b)
	LIGHT RAIL	HEAVY RAIL	COMMUTER RAIL		29 SEATS OR FEWER	30-39 SEATS	40 SEATS OR MORE	TOTAL BUSES	
1950-54[c]	79	599	–	1,003	441	3,879	9,120	13,440	15,121
1955-59[c]	0	1,771	–	43	19	854	9,165	10,038	11,852
1960-64[c]	0	2,588	–	0	22	620	12,279	12,921	15,509
1965-69[c]	0	1,878	–	0	202	1,131	11,725	13,058	14,936
1970-74[c]	0	1,248	–	3	823	910	13,127	14,860	16,111
1975	0	127	–	1	419	128	4,714	5,261	5,389
1976	4	472	–	260	395	251	4,099	4,745	5,481
1977	62	506	–	198	549	308	1,580	2,437	3,203
1978	35	172	–	0	610	222	2,973	3,805	4,012
1979	70	94	–	141	408	130	2,902	3,440	3,745
1980	32	130	–	98	287	143	4,142	4,572	4,832
1981	188	276	–	0	153	171	3,735	4,059	4,523
1982	10	126	–	0	67	138	2,757	2,962	3,098
1982	30	88	–	0	151	74	3,856	4,081	4,199
1984	59	521	128	0	303	395	2,746	3,444	4,152
P 1985	63	441	179	0	263	189	2,844	3,296	3,979

P = Preliminary – Data not available

(a) Buses or bus-type vehicles only, excludes vans and passenger automobiles.
(b) Excludes vans, ferry boats, and other modes not listed.
(c) Five-year totals.
(d) Source for railway modes after 1983: *Railway Age*, January issue.

FIGURE VIII

Characteristics of the Urban Transit Fleet

CHARACTERISTIC	YEAR*	MOTOR BUS (a)	HEAVY RAIL	LIGHT RAIL	TROLLEY COACH	COMMUTER RAILROAD
Vehicles Owned and Leased	1980	59,411	9,641	1,013	823	4,500
	1981	60,393	9,749	1,075	751	4,465
	1982	62,114	9,815	1,016	763	4,497
	1983	62,093	9,891	1,013	686	4,330
	1984	78,864	9,841	1,007	686	4,346
	P 1985	79,237	10,116	993	686	4,307
Vehicles in Active Service	1980	–	–	–	–	–
	1981	55,562	9,436	844	658	3,916
	1982	57,021	9,487	868	661	4,024
	1983	58,392	9,571	853	665	4,073
	1984	70,469	9,576	815	665	4,090
	P 1985	74,629	9,797	823	665	4,052
Vehicles with Major Rehabilitation	1980	–	–	–	–	–
	1981	1,087	–	41	0	–
	1982	2,174	–	70	0	–
	1983	3,151	–	92	0	–
	1984	4,600	586	113	0	1,670
	P 1985	4,007	762	131	0	1,838

*As of December 31. –Data not available P=Preliminary

(a) Prior to 1984 excludes most rural and smaller systems funded via Sections 18 and 16(b) 2, Urban Mass Transportation Act of 1964, as amended. Series not continuous between 1983 and 1984.

FIGURE VIII (continued)

Characteristics of the Urban Transit Fleet

CHARACTERISTIC	YEAR*	MOTOR BUS (a)	HEAVY RAIL	LIGHT RAIL	TROLLEY COACH	COMMUTER RAILROAD
Average Age (Years)	1980	8.8	18.0	27.3	8.9	17.1
	1981	8.2	18.6	26.7	7.3	17.9
	1982	8.6	19.0	22.8	8.2	18.6
	1983	8.3	19.6	21.8	6.7	18.4
	1984	8.3	19.3	22.4	8.3	16.4
	P 1985	8.4	19.0	22.6	9.3	16.9
Average Length	1980	38'5"	58'4"	52'4"	39'6"	83'7"
	1981	38'5"	59'0"	52'7"	39'9"	83'9"
	1982	38'6"	58'11"	52'7"	39'9"	83'10"
	1983	38'6"	59'0"	56'6"	40'0"	84'0"
	1984	38'4"	59'1"	57'0"	40'0"	84'7"
	P 1985	38'6"	59'6"	57'7"	40'0"	84'7"
Average Number of Seats	1980	45.6	53.6	50.1	47.1	118.4
	1981	45.3	53.5	52.0	47.5	119.7
	1982	45.3	53.5	54.0	47.4	120.2
	1983	44.9	53.6	55.0	47.5	116.4
	1984	44.4	53.5	54.6	47.5	121.4
	P 1985	44.6	53.9	54.5	47.5	122.2

*As of December 31 – Data not available P=Preliminary

(a) Prior to 1984 excludes most rural and smaller systems funded via Sections 18 and 16(b) 2, Urban Mass Transportation Act of 1964, as amended. Series not continuous between 1983 and 1984.

FIGURE VIII (continued)

Characteristics of the Urban Transit Fleet

CHARACTERISTIC	YEAR*	MOTOR BUS (a)	HEAVY RAIL	LIGHT RAIL	TROLLEY COACH	COMMUTER RAILROAD
Vehicles Equipped with Air Conditioning	1980	45,687	4,690	132	162	4,020
	1981	49,280	4,868	153	162	3,979
	1982	51,430	5,276	320	174	4,088
	1983	50,851	5,570	334	174	4,121
	1984	62,990	6,030	360	174	4,320
	P 1985	60,157	6,566	374	174	4,282
Vehicles Equipped with Two-Way Radios	1980	40,993	7,918	386	191	–
	1981	46,744	8,141	430	235	–
	1982	47,828	7,688	463	225	–
	1983	49,332	7,844	608	335	–
	1984	63,352	7,720	653	679	2,727
	P 1985	65,797	7,999	665	679	2,785
Vehicles with Wheelchair Accessibility	1980	6,535	(b)	(b)	110	(b)
	1981	11,414	(b)	(b)	110	(b)
	1982	12,858	(b)	(b)	110	(b)
	1983	14,520	(b)	(b)	184	(b)
	1984	20,129	(b)	(b)	184	(b)
	P 1985	21,975	(b)	(b)	183	(b)

*As of December 31. – Data not available P=Preliminary

(a) Prior to 1984 excludes most rural and smaller systems funded via Sections 18 and 16(b) 2, Urban Mass Transportation Act of 1964, as amended. Series not continuous between 1983 and 1984.

(b) Wheelchair accessibility for high-platform-boarding railcars is provided by station modifications.

FIGURE IX

Number of Service Providers By State

State	Urbanized Area Transit Systems (a)	Small Urban and Rural Transit Systems (b)	Non-Profit Elderly and Disabled Service Providers (c)	Total Service Providers
Alabama	7	31	12	50
Alaska	1	8	30	39
Arizona	5	10	62	77
Arkansas	4	8	85	97
California	101	74	199	374
Colorado	11	19	24	54
Connecticut	21	6	38	65
Delaware	2	2	20	24
District of Columbia	2	0	13	15
Florida	23	20	125	168
Georgia	12	33	49	94
Guam	0	1	0	1
Hawaii	1	3	24	28
Idaho	4	6	45	55
Illinois	25	11	44	80
Indiana	21	19	85	125
Iowa	18	20	24	62
Kansas	4	40	74	118
Kentucky	7	17	45	69
Louisiana	15	36	66	117
Maine	6	15	1	22
Maryland	22	6	63	91
Massachusetts	28	6	65	99

(a), (b), (c) See footnotes Page 51.

(continued on Page 50)

FIGURE IX (Continued)

Number of Service Providers By State

State	Urbanized Area Transit Systems (a)	Small Urban and Rural Transit Systems (b)	Non-Profit Elderly and Disabled Service Providers (c)	Total Service Providers
Michigan	17	47	43	107
Minnesota	8	36	69	113
Mississippi	3	14	65	82
Missouri	6	31	90	127
Montana	3	9	50	62
Nebraska	2	49	31	82
Nevada	4	6	40	50
New Hampshire	3	3	32	38
New Jersey	46	11	107	164
New Mexico	4	25	41	70
New York	85	40	54	179
North Carolina	15	20	90	125
North Dakota	2	17	44	63
Ohio	45	28	256	329
Oklahoma	3	12	144	159
Oregon	5	16	42	63
Pennsylvania	49	16	62	127
Puerto Rico	19	–	–	19
Rhode Island	2	0	20	22
South Carolina	6	6	76	88
South Dakota	3	14	48	65
Tennessee	13	13	124	150
Texas	38	29	183	250

– Data not available

(continued on Page 51)

(a), (b), (c) See footnotes Page 51.

FIGURE IX (Continued)

Number of Service Providers By State

State	Urbanized Area Transit Systems (a)	Small Urban and Rural Transit Systems (b)	Non-Profit Elderly and Disabled Service Providers (c)	Total Service Providers
Utah	3	4	43	50
Vermont	1	2	25	28
Virginia	31	11	29	71
Washington	26	27	19	72
West Virginia	4	12	66	82
Wisconsin	18	31	89	138
Wyoming	1	5	27	33
United States Total	805	925	3,202	4,932

– Data not available

(a) Transit systems operating at least one fixed route within an urbanized area. Systems operating in two or more states are counted in the state in which they operate the largest portion of their service.

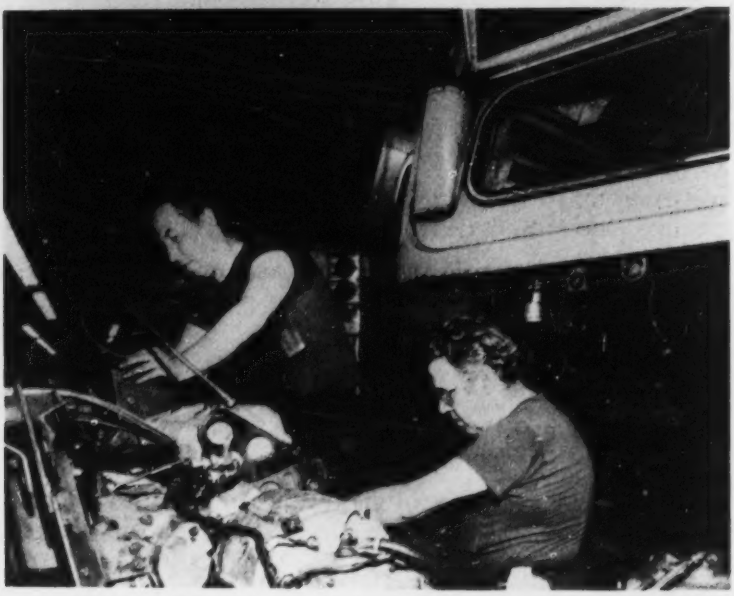
(b) Transit systems receiving funds under the provisions of the Urban Mass Transportation Act of 1964, as amended, Section 18. Includes service providers operating fixed-route only, demand-response only, and combined fixed-route and demand-response service. Excludes providers also providing urbanized area service.

(c) Transit service providers receiving funds under the provisions of the Urban Mass Transportation Act of 1964, as amended, Section 16(b)2. Excludes service providers also providing urbanized area or small urban and rural service.

Data Source for Small Urban and Rural Transit Systems and Non-Profit Elderly and Disabled Service Providers: *A Directory of Rural and Specialized Transit Operators*, U.S. Department of Transportation, June 1986.

SECTION C

The United States Urban Mass Transportation Act



History and Provisions of the Urban Mass Transportation Act of 1964, as Amended

In 1964 the Congress of the United States found that "the welfare and vitality of urban areas, the satisfactory movement of people and goods within such areas, and the effectiveness of housing, urban renewal, highway, and other federally aided programs are being jeopardized by the deterioration or inadequate provision of urban transportation facilities and services. . . ." To remedy this situation, Congress enacted the Urban Mass Transportation Act of 1964 which provided a program for transit systems to purchase capital equipment.

Continuing this commitment into its third decade, the Congress appropriated nearly $3.5 billion for assistance to mass transportation during Fiscal Year 1987. The FY 1987 Continuing Resolution (P.L. 99-500), as modified by P.L. 100-17, includes $860.9 million for operating assistance and $1,064 million in capital assistance allocated to urbanized areas on a formula basis; $75 million allocated to rural areas on a formula basis; $1,003 million of discretionary capital funding; $200 million for capital transfers from interstate highway projects; $201 million for Washington D.C. Metro; and $48 million for research, training, and UMTA administration.

A variety of federal assistance programs has evolved over the years due to changing transit needs and changing federal objectives. Landmarks in this evolution include:

- 1961: The Housing and Urban Development Act of 1961 provided funding for transit demonstrations and loans for mass transportation projects.
- 1964: The Urban Mass Transportation Act of 1964 (UMT Act of 1964) established the Urban Mass Transportation Administration (UMTA) within the Department of Housing and Urban Development to administer a program of capital grants to transit systems.
- 1966: The Urban Mass Transportation Act of 1966 expanded funding for capital purchases and allowed funding for research, planning, and training.
- 1966: The Urban Mass Transportation Administration was moved to the newly created Department of Transportation (DOT).
- 1970: The Urban Mass Transportation Assistance Act of 1970 provided increased levels of federal funding by authorizing a $3.1 billion program of capital grants.
- 1973: The Federal-Aid Highway Act of 1973 increased the federally funded portion of transit capital projects from two-thirds to 80 percent and authorized expenditure of Federal-Aid Urban Systems highway funds and Interstate Highway Transfers for qualifying transit projects.
- 1974: The National Mass Transportation Assistance Act of 1974 increased authorizations for discretionary capital funding and created a formula grant program to allocate funding directly to urbanized areas

that could be used for either operations or capital projects.

• 1978: The Federal Public Transportation Act of 1978, Title III of the Surface Transportation Assistance Act of 1978 (STA Act of 1978) expanded the formula grant program and divided it into categorical programs that included additional operating grants for fixed guideway systems, capital grants for bus purchases, and operating grants for places outside of urbanized areas.

• 1982: The Federal Public Transportation Act of 1982, Title III of the Surface Transportation Assistance Act of 1982 (STA Act of 1982) provided that 1¢ of a 5¢ increase in the Highway Trust Fund users' fee on motor fuels would be placed into a Mass Transit Account for capital projects, increased the portion of all funding allocated through the formula grant program, and altered the formula grant program allocation formula to include transit service data as well as population data.

• 1987: The Federal Mass Transportation Act (FMTA) of 1987, Title III of the Surface Transportation and Uniform Relocation Assistance Act of 1987 (P.L. 100-17), authorizes the federal transit program through Fiscal Year 1991, increases the level of authorization for the formula and discretionary programs and provides that a portion of the Mass Transit Account may be allocated for capital purposes on a formula basis.

TABLE 19

United States Government Operating Grant Approvals for Mass Transportation

FEDERAL FISCAL YEAR	UMT ACT GRANT APPROVALS FOR OPERATING ASSISTANCE (a)	
	NUMBER OF GRANTS	TOTAL APPROVALS
		(MILLIONS)
1975	100	$ 142.5
1976	211	411.8
1977	386	571.8
1978	398	685.3
1979	376	868.5
1980	498	1,120.7
1981	535	1,129.5
1982	525	1,055.5
1983	389	887.9
1984	–	922.4
1985	–	881.1

(a) Urban Mass Transportation Act of 1964, as amended.

– data not available

Source: U.S. Department of Transportation, Urban Mass Transportation Administration.

FIGURE X

Rail, Trolley Coach, and Marine Transit Service In Operation as of July 1, 1987

CITY	TRANSIT SYSTEM
	HEAVY RAIL
Atlanta, Georgia	Metropolitan Atlanta Rapid Transit Authority
Baltimore, Maryland	Mass Transit Administration of Maryland
Boston, Massachusetts	Massachusetts Bay Transportation Authority
Chicago, Illinois	Chicago Transit Authority
Cleveland, Ohio	Greater Cleveland Regional Transit Authority
Miami, Florida	Metro-Dade Transportation Administration
New York, New York	New York City Transit Authority; Port Authority Trans-Hudson Corporation
Philadelphia, Pennsylvania	Port Authority Transit Corporation of Pennsylvania and New Jersey; Southeastern Pennsylvania Transportation Authority
Oakland, California	San Francisco Bay Area Rapid Transit District
Washington, District of Columbia	Washington Metropolitan Area Transit Authority
	LIGHT RAIL
Boston, Massachusetts	Massachusetts Bay Transportation Authority
Buffalo, New York	Niagara Frontier Transit Metro System, Inc.
Cleveland, Ohio	Greater Cleveland Regional Transit Authority
Detroit, Michigan	City of Detroit Department of Transportation
Fort Worth, Texas	Dillard's Department Store
Newark, New Jersey	New Jersey Transit Corporation
New Orleans, Louisiana	Regional Transit Authority
Philadelphia, Pennsylvania	Southeastern Pennsylvania Transportation Authority
Pittsburgh, Pennsylvania	Port Authority of Allegheny County
Portland, Oregon	Tri-County Metropolitan Transportation District of Oregon
Sacramento, California	Sacramento Regional Transit District
San Diego, California	San Diego Metropolitan Transit Development Board
San Francisco, California	San Francisco Municipal Railway
Seattle, Washington	Municipality of Metropolitan Seattle

FIGURE X (continued)

Rail, Trolley Coach, and Marine Transit Service In Operation as of July 1, 1987

CITY	TRANSIT SYSTEM
	COMMUTER RAILROAD (a)
Baltimore, Maryland	State of Maryland Department of Transportation
Boston, Massachusetts	Massachusetts Bay Transportation Authority
Chicago, Illinois	Commuter Rail Service Board; Northern Indiana Commuter Transportation District
Los Angeles, California	California Department of Transportation
Newark, New Jersey	New Jersey Transit Corporation
New York, New York	Long Island Rail Road Company; Metro-North Commuter Railroad Company; Staten Island Rapid Transit Operating Authority
Philadelphia, Pennsylvania	Southeastern Pennsylvania Transportation Authority
Pittsburgh, Pennsylvania	Port Authority of Allegheny County
San Diego, California	California Department of Transportation
San Francisco, California	California Department of Transportation
San Jose, California	California Department of Transportation
Washington, District of Columbia	State of Maryland Department of Transportation
Wilmington, Delaware	Delaware Transportation Authority
	OTHER RAIL MODES
Chattanooga, Tennessee	Chattanooga Area Regional Transportation Authority (Inclined Plane)
Dubuque, Iowa	Fenelon Place Elevator (Inclined Plane)
Johnstown, Pennsylvania	Cambria County Transit Authority (Inclined Plane)
Miami, Florida	Metro-Dade Transportation Administration (Automated Guideway)
Morgantown, West Virginia	West Virginia University (Autornated Guideway)
New York, New York	Roosevelt Island Special Service (Aerial Tramway)
Pittsburgh, Pennsylvania	Port Authority of Allegheny County (Inclined Plane)
San Francisco, California	San Francisco Municipal Railway (Cable Car)
Seattle, Washington	Municipality of Metropolitan Seattle (Monorail)
Tampa, Florida	Hillsborough Area Regional Transit Authority (Automated Guideway)

(a) Excludes commuter-type services operated independently by Amtrak.

FIGURE X (continued)

Rail, Trolley Coach, and Marine Transit Service In Operation as of July 1, 1987

CITY	TRANSIT SYSTEM
	TROLLEY COACH
Boston, Massachusetts	Massachusetts Bay Transportation Authority
Dayton, Ohio	Miami Valley Regional Transit Authority
Philadelphia, Pennsylvania	Southeastern Pennsylvania Transportation Authority
San Francisco, California	San Francisco Municipal Railway
Seattle, Washington	Municipality of Metropolitan Seattle
	PUBLICLY SUPPORTED FERRY BOAT
Boston, Massachusetts	Massachusetts Bay Transportation Authority
Corpus Christi, Texas	Texas State Department of Transportation and Highways
Galveston, Texas	Texas State Department of Transportation and Highways
Nantucket, Massachusetts	Woods Hole, Martha's Vineyard and Nantucket Steamship Authority
New Orleans, Louisiana	Mississippi River Bridge Authority
New York, New York	City of New York Department of Transportation (Staten Island Ferry)
Norfolk, Virginia	Tidewater Transportation District Commission
Portland, Maine	Casco Bay Transit District
San Francisco, California	Golden Gate Bridge, Highway and Transportation District
San Juan, Puerto Rico	Metropolitan Bus Authority
Sault Sainte Marie, Michigan	Eastern Upper Peninsula Transportation Authority
Seattle, Washington	Washington State Ferries
Tacoma, Washington	Pierce County Ferry

TABLE 20

United States Government Capital Grant Approvals for Mass Transportation by Program*

FEDERAL FISCAL YEAR	UMT ACT SECTION 3 (a)	UMT ACT FORMULA (b)	OTHER CAPITAL GRANTS (c)	TOTAL CAPITAL GRANTS
1965-73[d]	$2,256.0	$ 0.0	$ 0.0	$2,256.0
1974	870.3	0.0	85.6	955.9
1975	1,196.6	9.1	81.4	1,287.1
1976	1,346.1	32.3	576.5	1,954.8
1977	1,250.0	39.4	434.3	1,723.7
1978	1,400.0	50.1	586.8	2,036.9
1979	1,225.0	255.6	620.9	2,101.6
1980	1,655.0	431.2	701.0	2,787.1
1981	1,925.0	361.1	659.6	2,945.7
1982	1,634.5	297.7	611.8	2,544.1
1983	1,640.9	863.1	657.7	3,161.6
1984	1,096.0	1,339.2	440.8	2,876.0
1985	727.7	1,491.6	291.1	2,510.3

* Net amounts, excludes cancelled and reduced projects.

(a) Urban Mass Transportation Act of 1964, as amended: Section 3 and Section 16(b) 2

(b) Urban Mass Transportation Act of 1964, as amended: Section 5, Section 9A, Section 9, and Section 18

(c) Federal Aid Highway Act of 1973, as amended; Federal Aid Urban Systems and Interstate Transfer; and National Capital Transportation Act of 1969, as amended.

(d) Nine-year Total

During FY 1987, transit systems will receive the majority of their funding through four continuing programs and budget authority available for obligation from two discontinued programs. (The FMTA of 1987 created a new formula program, Section 9(B), effective in FY 1988). Four of these programs allocate funding to urbanized areas or states by formula. In each case, the amount allocated to an urbanized area or state is equal to the ratio of the data for that urbanized area or state to the sum of data for all eligible urbanized areas or states. These programs, identified by section number in the UMT Act of 1964, as amended, are:

Section 3 Original grant program begun in FY 1964 provides capital assistance to eligible transit projects selected by the Urban Mass Transportation Administration or "earmarked" by Congress. This program is known as "discretionary funding."

Status: Authorized through FY 1991.

Recipients of Funds: State or local public bodies and agencies making application based on discretion of UMTA and availability of funds. Specific categories of expenditures may have amounts "earmarked" during the legislative process. After providing funds for Sections 4(i), 8, 16(b)(2) and for a bus testing facility in Fiscal Years 1987 and 1988 only, 40% of the funds is reserved for new starts and extensions, 40% for rail modernization grants, 10% for major bus projects and 10% is unspecified discretionary.

Eligible Expenditures: For capital projects only.

Method of Allocation: Discretionary.

Matching Ratio: Beginning FY 1984; 75% federal, 25% state and local. Prior to FY 1984; 80% federal, 20% state and local.

Source of Funds: Beginning FY 1984, the Mass Transit Account of the Highway Trust Fund. Prior to FY 1984, general revenues.

Section 5 Effective in FY 1974, it provided the first federal operating assistance to transit and allocation of funds on a formula basis directly to urbanized areas.

Status: Discontinued at end of FY 1983, funds remained available for obligation through FY 1985. Remaining unobligated funds will be reapportioned via the Section 9 formula program.

Section 9A Provided a program to allocate capital assistance only from the Mass Transit Account of the Highway Trust Fund until all the provisions of the STA Act of 1982 became effective in FY 1984.

Status: Effective in FY 1983 only. Remaining unobligated funds will be reapportioned via the Section 9 formula program.

Section 9 Replaced Section 5 as the program allocating operating and capital assistance on a formula basis to urbanized areas, effective FY 1984. Funding for the Section 9 program is authorized through Section 21(a) of the UMT Act of 1964, as amended, which together with Section

21(e) also provides funds allocated to rural areas under the procedures of Section 18.

Status: Authorized through FY 1991.

Recipients of Funds: Urbanized areas; directly over 200,000 population, through state governors under 200,000 population.

Eligible Expenditures: For operations or capital projects by local decision up to a limit equal to a percentage of the sum of FY 1982 Section 5, Tiers I, II, and III allocation for each urbanized area. Percentage limitations are 80% for urbanized areas over 1,000,000 population; 90% for urbanized areas between 200,000 population and 1,000,000 population; and 95% for urbanized areas less than 200,000 population. Urbanized areas newly designated by the 1980 Census or later are eligible to use for operations up to two-thirds of their first full-year Section 9 apportionment. The remaining portion of each urbanized area's allocation may be used only for capital projects.

The operating cap for small urban areas between 50,000-200,000 in population will be supplemented, beginning in FY 1988, with a 32.2 percent increase to make up for past losses to inflation. Beginning in FY 1989, small urban areas will have their operating assistance limitations adjusted annually for inflation.

Method of Allocation: By formula. Funds are allocated for Section 9, 9(B) and 18 in seven subsections that are equal to percentages of the total amount authorized under Section 21(a), 21(b) and 21(c) of the FMTA of 1987. The percent of funding for each urbanized area in a subsection with a formula based on transit operating data will vary each year because of variations in the transit operating data. These subsections, designated by funding type, are:

(1) Fixed guideway operations in urbanized areas over 200,000 population, basic formula, 28.15% of Section 21(a) authorization. The formula is 60% fixed guideway revenue vehicle miles operated and 40% fixed guideway route miles. Urbanized areas over 750,000 population that have commuter rail operations receive a minimum of 0.75% of this subsection.

(2) Fixed guideway operations in urbanized areas over 200,000 population, incentive formula, 1.29% of Section 21(a) authorization. The formula is the number of fixed guideway passenger miles traveled multiplied by the number of fixed guideway passenger miles traveled per dollar of operating cost. Urbanized areas over 750,000 population that have commuter railroad operations receive a minimum of 0.75% of this subsection.

(3) Bus operations in urbanized areas over 1,000,000 population, basic formula, 39.31% of Section 21(a) authorization. The formula is 50% bus revenue vehicle miles operated, 25% urbanized area population, and 25% urbanized area population density weighted by population.

(4) Bus operations in urbanized areas from 200,000 to 1,000,000 population, basic formula, 14.25% of Section 21(a) authorization. The

Glossary of Federal Terms

Authorization: Legislation that creates the structure of a program including any formulas and guidelines for awarding funds. Authorizing legislation may set an upper limit on program spending or may be open ended as in "such sums as may be necessary." General revenue funds to be spent under an authorization must be appropriated by separate legislation.

Appropriation: Legislation that grants money from general revenues to a program that has usually been previously authorized by other legislation. The amount of money appropriated may be less than the amount authorized.

Apportionment: Approval by the Office of Management and Budget for an agency to spend funds appropriated by Congress. The public reporting of the OMB approved apportionment, detailing the amount of formula funding available to each urbanized area or designated recipient, is done by UMTA and is commonly referred to as "the apportionment."

Budget Authority: Authority to enter into obligations which will result in immediate or future outlays. The basic forms of budget authority are appropriations, authority to borrow, and contract authority.

Contract Authority: A type of budget authority that permits an agency to incur specific obligations in advance of an appropriation. Contract authority does not provide the money to pay the obligation; it must be followed by an "appropriation to liquidate" any obligations incurred.

Funding Commitment: Spending of obligated money by a grant recipient.

Grant: Money received by a non-federal agency eligible to receive federal funding under the provisions of authorizing legislation with funding provided by appropriations legislation.

Mass Transportation: Transportation by bus, or rail or other conveyance, either publicly or privately owned, which provides to the public general or special service (but not including school buses or charter or sightseeing service) on a regular or continuing basis.

Obligation: An action by an administrative agency approving the spending of money for a specific purpose to a specific grant recipient.

Outlays: Value of money actually spent in a given time period. Outlays include checks issued, interest debt accrued, and other payments. An excess of outlays compared to revenue results in a deficit.

formula is 50% bus revenue vehicle miles operated, 25% urbanized area population, and 25% urbanized area population density weighted by population.

(5) Bus operations in urbanized areas over 200,000 population, incentive formula, 5.43% of Section 21(a) authorization. The formula is the number of bus passenger miles traveled multiplied by the number of bus passenger miles traveled per dollar of operating cost.

(6) Mass transportation operations in urbanized areas less than 200,000 population, 8.64% of Section 21(a) authorization. The formula is 50% urbanized area population and 50% urbanized area population density weighted by population.

(7) Mass transportation operations outside of urbanized areas, 2.93% of Section 21(a) and (b) under Section 9(B) authorization. These allocations are made through Section 18 procedures.

Matching Ratios: Operating assistance; federal share up to 50% of operating expense less earned revenue, including passenger fares, to the limit of available federal funds. State and local operating assistance share must equal or exceed federal operating assistance share. Capital assistance; 80% federal, 20% state and local.

Source of Funds: General revenues and a portion of the Mass Transit Account (see Section 9(B) below).

Section 9(B) Established by the FMTA of 1987. Beginning in FY 1988 funds from the Mass Transit Account will be made available for the formula program. One half of all Mass Transit Account funds exceeding $1 billion annually will be distributed to all recipients through the Section 9 program for capital purposes only. Section 18 recipients will receive a 2.93% share of Section 9(B) as well as their share of Section 9 (both from general revenues) for capital and operating purposes. Funds represent contract authority and will be available for four years, including the year of apportionment, after which they will be reapportioned via the formula program.

Section 16(b)2 Established by the Urban Mass Transportation Act of 1970 to assure the availability of mass transportation to elderly and disabled persons.

Status: Authorized through FY 1991.

Recipients of Funds: Private non-profit corporations and associations providing mass transportation services for the elderly and disabled through state governors.

Eligible Expenditures: For capital equipment and state administrative costs.

Method of Allocation: By formula. Funds are allocated to states based on population of elderly and disabled individuals with a fixed minimum amount for each state.

Matching Ratio: 80% federal, 20% state and local.

Source of Funds: Beginning in FY 1984, the Mass Transit Account of the Highway Trust Fund. Prior to FY 1984, general revenues.

Section 18 Established by the STA Act of 1978 to allocate funds for mass transportation in rural areas outside of urbanized areas.

Status: Authorized through FY 1991.

Recipients of Funds: Mass transportation providers outside of urbanized areas through state governors.

Eligible Expenditures: For operations or capital projects.

Method of Allocation: By formula. Prior to FY 1982 funds were authorized directly in provisions of Section 18, beginning in FY 1983 funds are authorized in Section 21(a) and (b) under Section 9(B) of the UMT Act of 1964, as amended, to be allocated through Section 18 procedures. Formula is non-urbanized area population of each state.

Matching Ratio: Operating assistance; not to exceed 50% of net cost up to an amount equal to the sum of state and local operating assistance. Capital assistance; 80% federal, 20% state and local.

Source of Funds: General revenues.

Interstate Transfers Introduced in the Federal-Aid Highway Act of 1973, allows substitution of transit projects in urban areas for non-essential Interstate Highway projects.

Status: Authorized through FY 1991.

Recipients of Funds: Any eligible state or local government agency.

Eligible Expenditures: For capital projects only.

Method of Allocation: Upon application by state governor and local government agency; beginning in FY 1984, 50% of funding at the discretion of the Secretary of Transportation, 50% in accordance with cost estimates approved administratively or by Congress. Specific areas may have amounts "earmarked" during the legislative process.

Matching Ratio: From FY 1973 through FY 1978, 80% federal, 20% state and local; after FY 1978, 85% federal, 15% state and local.

Source of Funds: General revenues.

SECTION D

Statistical Trends of Canadian Transit Operations

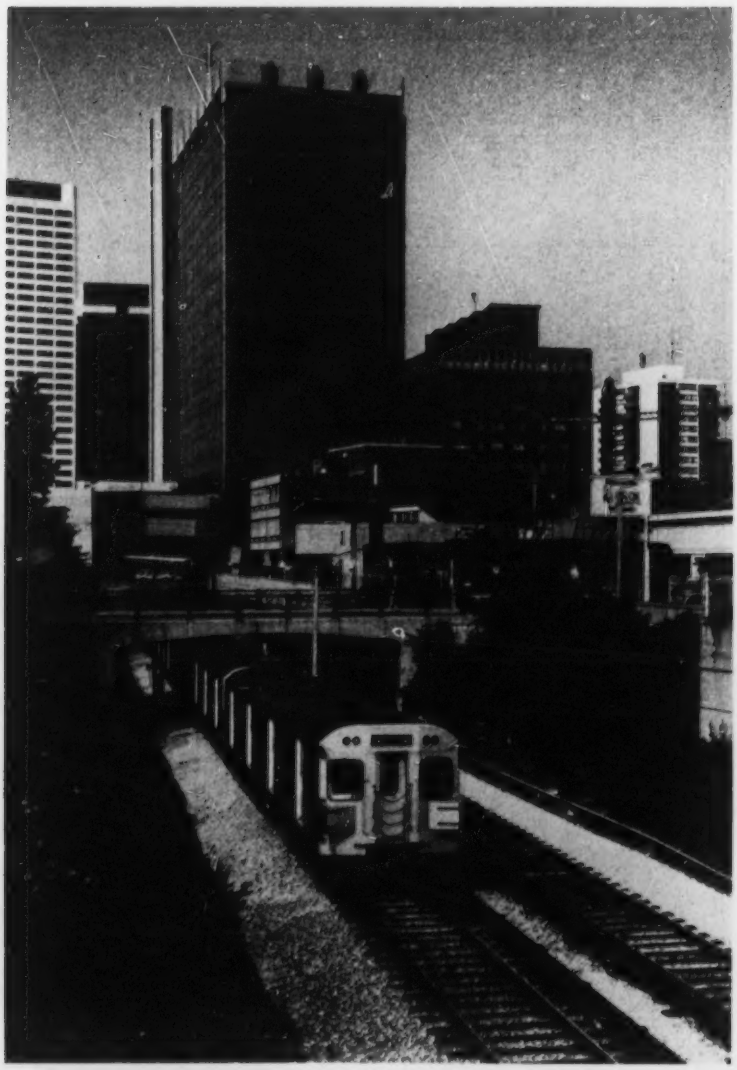


TABLE 21

United States Government Capital Grant Approvals for Mass Transportation by Use*

FEDERAL FISCAL YEAR	BUS (a)	RAPID TRANSIT (b)	COMMUTER RAIL	OTHER (c)	TOTAL
	(MILLIONS)	(MILLIONS)	(MILLIONS)	(MILLIONS)	(MILLIONS)
1965-1976[d]	$1,960.1	$ 3,370.1	$ 937.3	$186.3	$ 6,453.8
1977	483.6	1,001.1	232.0	7.0	1,723.7
1978	598.5	1,162.9	271.7	3.8	2,036.9
1979	544.6	1,318.7	232.6	5.7	2,101.6
1980	935.8	1,474.3	340.4	36.6	2,787.1
1981	994.3	1,546.1	373.5	31.8	2,945.7
1982	854.4	1,307.1	323.0	59.6	2,544.1
1983	1,138.4	1,455.5	465.4	102.3	3,161.6
	BUS	RAIL MODERNIZATION	NEW STARTS	OTHER (e)	TOTAL
1984	1,039.6	1,110.0	709.9	16.5	2,876.0
1985	921.2	1,080.2	490.2	18.6	2,510.3

* Net amounts; excludes cancelled and reduced projects. Includes funding from Section 3 and Section 16(b)(2) of the Urban Mass Transportation Act of 1964, as amended, Urban Systems and Interstate Transfers Sections of the Federal-Aid Highway Act of 1973, as amended, and funding from Section 14 of the National Capital Transportation Act of 1969, as amended.

(a) Motor bus and trolley coach.
(b) Heavy rail and light rail.
(c) Urban ferry boat, cable car, inclined plane, and automated guideway transit.
(d) Twelve-year total.
(e) Planning grants from Section 9A, Section 9 and Interstate Transfer.

Source: U.S. Department of Transportation, Urban Mass Transportation Administration.

TABLE 22

Canadian Transit Operations: Summary Statistics

CALENDAR YEAR	NUMBER OF SYSTEMS	REVENUE PASSENGER TRIPS	TOTAL PASSENGER TRIPS	PASSENGER VEHICLE MILES	OPERATING REVENUE (a)	OPERATING EXPENSE (a)
		(MILLIONS)	(MILLIONS)	(MILLIONS)	(MILLIONS)	(MILLIONS)
1950	33	1,395.7	–	248.5	$ 85.5	$ 75.2
1955	32	1,119.3	–	184.3	109.2	98.8
1960	34	973.2	–	184.3	133.0	116.4
1965	39	941.5	–	198.1	154.8	140.0
1970	49	979.7	1,512.7	242.0	239.5	231.1
1975	61	1,158.9	1,736.3	329.2	326.8	495.6
1976	64	1,214.0	1,815.1	352.9	402.6	607.5
1977	64	1,222.7	1,808.6	366.1	422.7	687.0
1978	65	1,218.1	1,698.5	383.6	448.8	806.5
1979	66	1,205.3	1,658.7	391.5	492.6	882.3
1980	73	1,315.4	1,781.2	426.3	581.0	1,082.5
1981	76	1,381.3	1,868.9	447.4	688.2	1,307.8
1982	74	1,355.8	1,857.8	450.0	763.6	1,482.0
1983	74	1,385.7	1,859.2	445.6	839.4	1,573.4
1984	78	1,371.6	1,569.7	446.6	871.8	1,630.9
1985	70	1,434.1	1,708.6	446.9	932.0	1,680.4

– Data not available

NOTE: Table includes all regular service on motor bus, trolley coach, heavy rail, light rail, commuter rail, and ferry boat.

(a) Monetary data are Canadian Dollars.

Source: *Urban Transit Facts in Canada*, Canadian Urban Transit Association.

TABLE 23

Canadian Transit Operations: Passenger Vehicles Owned and Leased

CALENDAR YEAR	RAILWAY CARS			MOTOR BUSES	TOTAL PASSENGER VEHICLES
	LIGHT RAIL (a)	HEAVY RAIL (b)	TROLLEY COACHES		
1950	2,647	0	926	3,933	7,506
1955	1,687	102	1,137	3,215	6,141
1960	870	134	1,185	4,470	6,659
1965	738	334	1,110	5,224	7,406
1970	439	703	782	5,913	7,837
1975	388	826	664	8,160	10,038
1976	360	851	608	8,326	10,145
1977	356	1,005	588	8,828	10,777
1978	363	1,325	549	9,049	11,286
1979	375	1,377	559	9,554	11,865
1980	418	1,627	539	10,013	12,597
1981	485	1,630	540	10,231	12,886
1982	415	1,638	649	10,500	13,202
1983	392	1,619	649	10,398	13,058
1984	405	1,619	600	10,540	13,164
1985	521	1,620	551	10,107	12,799

– Data not available

NOTE: Data for regular transit service only.

(a) Includes Intermediate Capacity Transit Vehicles as of 1985.

(b) Includes Commuter Rail Vehicles as of 1980.

Source: *Urban Transit Facts in Canada*, Canadian Urban Transit Association.

SECTION E

Glossary of Transit Terms

Glossary of Financial Terms

Financial terms used in this book are based on the "Urban Mass Transportation Act of 1964, as amended, Section 15, Uniform System of Accounts and Records." The following definitions of financial terms do not, however, identify specific ledger accounts from "Section 15" or any other accounting system and are not intended to serve as model definitions of financial terms in other publications.

Transit system financial data reported in this book are based on the accrual system of accounting, which records revenues received as well as anticipated and expenses incurred as well as anticipated during the accounting period.

Revenue Terms

(Listed in Order of appearance in Table 3)

Passenger Revenue
Fares, including transfer charges and zone charges, paid by transit passengers traveling aboard transit vehicles operating in regular fixed-route and special demand-response service; also known as "farebox revenue."

Other Operating Revenue
Revenue derived from (1) provision of transit service other than regular fixed-route and special demand-response service (charter service revenues, special contract fares, and special route guarantees); (2) operations closely associated with provision of transit service, including station and vehicle concessions, and advertising; and (3) transit system facilities or operations not associated with providing transit service, including rental of vehicles and properties, investment income, and "park-and-ride" parking lot revenue.

Total Operating Revenue
Total revenue derived from provision of transit service; the sum of "Passenger Revenue" and "Other Operating Revenue."

State and Local Operating Assistance
Financial assistance for transit operations (not capital expenditures) which originated at the state or local government level.

Federal Operating Assistance
Financial assistance for transit operations (not capital expenditures) which originated at the federal government level.

Total Operating Assistance
The sum of "State and Local Operating Assistance" and "Federal Operating Assistance."

Total Revenue
Total receipts derived from provision of transit service plus additional monies related to provision of transit service but derived from other sources; the sum of "Total Operating Revenue" and "Total Operating Assistance."

Expense Function Class Terms

(Listed in Order of appearance in Table 3)

Transportation Expense
Total expense of all labor, materials, fees, and rents required for operating transit passenger vehicles and passenger stations including all fuels for vehicle propulsion except electric propulsion power.

Vehicle Maintenance Expense
Total expense of all labor, materials, services, and equipment used to repair and to service transit passenger vehicles and service vehicles.

Non-Vehicle Maintenance Expense
Total expense of all labor, materials, services, and equipment used to repair and service transit system way and structures, vehicle movement control systems, fare collection equipment, communication systems, buildings and grounds, and equipment other than vehicles including expense of electric propulsion power for transit passenger vehicles.

General Administration Expense
Total expense of all labor, materials, and fees associated with general office functions, insurance, safety, legal services, and customer services.

Total Operating Expense
The sum of all transit system operating expenses: "Transportation Expense," "Vehicle Maintenance Expense," "Non-Vehicle Maintenance Expense," and "General Administration Expense."

Depreciation and Amortization
Total decline in value of transit system assets incurred through use of tangible property (depreciation) and intangible property (amortization). Because property is depreciated or amortized on a formula basis over several years, the amount recorded as depreciation or amortization normally does not represent the actual money spent for property in any specific time period.

Many publicly owned transit systems receive financial assistance for the purchase of property (capital assistance). Although the property purchased with capital assistance might be depreciated or amortized and thus reported as an "expense" in this book, any financial assistance received for the purchase of property is not included in "revenue" or "operating assistance" amounts.

Other Reconciling Items
All transit system expenses in addition to "Total Operating Expense" and "Depreciation and Amortization" including interest expenses and leases and rentals.

Total Expense
Total expenditures related to provision of transit service; the sum of "Total Operating Expense," "Depreciation and Amortization," and "Other Reconciling Items."

Expense Object Class Terms

(Listed in order of appearance in Figure IV)

Salaries and Wages
All pay and paid monetary allowances, including overtime, paid to transit employees for performance of specific pieces of work.

Fringe Benefits
All compensation in the form of payments or accruals made to transit employees not for performance of a specific piece of work including sick pay, holiday pay, vacation pay, pension plans, life insurance, health insurance, unemployment insurance, social security, workmen's compensation, and other allowances.

Services
Expense for labor or other work provided by outside organizations for a fee.

Fuel and Lubricants
Expense for gasoline, diesel fuel, and vehicle lubricants.

Other Materials and Supplies
Expense for materials and supplies other than "Fuel and Lubricants".

Utilities
Expense for utilities including electric, gas, water, and telephone service, and propulsion power for electric transit vehicles.

Casualty and Liability Costs
Expense for protection of transit system from loss through insurance programs or for compensation of others for losses due to acts for which the transit system is liable.

Other
Expenses not identified in the eight object categories defined above including taxes, purchased transportation service, expense transfers, and miscellaneous expenses.

Glossary of Non-Financial Terms

Definitions of non-financial terms in this book conform to general usage in transit. Specific terms, however, may vary in meaning when used in other publications or contexts. Definitions used in describing United States Government programs appear on Page 62, "Glossary of Federal Terms."

Active Service Transit Passenger Vehicles
Transit passenger vehicles licensed, where required, and maintained for regular use, including spares and vehicles out of service for maintenance purposes but excluding vehicles in "dead" storage, leased to other operators, in energy contingency reserve status, or permanently not usable for transit service.

Adult Cash Fare (Base Period)
Basic full fare paid by one person for one transit ride; excludes transfer charges, zone charges, express service charges, peak period surcharges, and reduced fares.

Aerial Tramway
System of aerial cables with suspended unpowered passenger vehicles propelled by separate cables attached to the vehicle suspension system and powered by engines or motors at a central location not on board the vehicle.

Average Fare (Revenue) per Unlinked Transit Passenger Trip
"Passenger Revenue" divided by "Unlinked Transit Passenger Trips."

Automated Guideway
Fixed-guideway transit vehicles operating without vehicle operators or other crewpersons on board the vehicle.

Cable Car
A type of transit vehicle railway operating in mixed street traffic with unpowered, individually-controlled transit vehicles propelled by moving cables located below the street surface and powered by engines or motors at a central location not on board the vehicle.

Commuter Railroad
Those portions of "main-line railroad" (not "electric railway") transportation operations which encompass urban passenger train service for local travel between a central city and adjacent suburbs; commuter railroad service—using both locomotive-hauled and self-propelled railroad passenger cars—is characterized by multi-trip tickets, specific station-to-station fares, railroad employment practices, and usually only one or two stations in the central business district. Also known as "suburban railroad."

Demand-Response Service
A type of non-fixed-route bus or van service characterized by passengers boarding and alighting at any location within the transit provider's service area. Vehicles pickup and discharge passengers at times requested by the passengers by prior arrangement, either by telephone for "dial-a-ride" service, or other prescheduling arrangements.

Downtown People Mover
A type of automated guideway transit operating on a loop or shuttle route within the central business district of a city.

Express Bus Service
Scheduled, fixed-route bus service where a portion of the route is operated without stops or with a limited number of stops to pick up or discharge passengers.

Ferry Boat
Passenger-carrying marine vessel providing frequent "bridge" service over a fixed route and on a published time schedule between two or more points.

Fixed-Route Transit Service
Transit service provided on a repetitive, scheduled basis along a specific route with transit vehicles stopping to pickup and discharge passengers at the same locations each time they traverse the route.

Heavy Rail
A type of transit vehicle railway with the capacity for a "heavy volume" of traffic and characterized by exclusive rights-of-way, multi-car trains, high speed and rapid acceleration, sophisticated signaling, and high platform loading. Also known as "subway," "elevated (railway)," or "metropolitan railway (metro)."

Inclined Plane
A type of transit passenger vehicle railway operating over exclusive right-of-way on steep grades with unpowered vehicles propelled by moving cables attached to the vehicles and powered by engines or motors at a central location not on board the vehicle.

Light Rail
A type of electric transit vehicle railway with a "light volume" traffic capacity compared to "Heavy Rail." Light rail may be on exclusive or shared rights-of-way, high or low platform loading, multi-car trains or single cars, automated or manually operated. In generic usage light rail includes "streetcars," "trolley cars," and "tramways," in specific usage light rail refers to very modern and more sophisticated developments of these older rail modes.

Major Rehabilitation of Transit Passenger Vehicle
Major rebuilding of a transit passenger vehicle for the purpose of preserving its useful service life.

Metropolitan Railway
See "Heavy Rail."

Mode of Transit Service
Transit service provided by a single type of transit vehicle operated in a particular format of service. Generic modes include motor bus, heavy rail, light rail, commuter rail, cable car, ferry boat, and other modes distinguished by vehicle type. Modes further defined by format of service include fixed-route bus, demand-response bus, and subscription bus among many possible service format alternatives.

Monorail
A type of transit vehicle railway with a guideway formed by a single beam or rail which an electrically powered transit vehicle or train of vehicles either straddles or is suspended from.

Motor Bus
Rubber tired, self-propelled, manually steered transit vehicle with fuel supply carried on board the vehicle. Motor bus types include:

Advanced Design Bus: A type of transit bus, introduced in the mid-1970's and incorporating new styling and design features compared to previous transit buses.

Articulated Bus: A type of transit bus from 55 feet to 60 feet in length with two connected passenger compartments able to bend at their connecting point when the bus negotiates a corner.

Double Deck Bus: A type of transit bus with two separate passenger compartments, one above the other.

Intercity Bus: A standard-size bus equipped with front doors only, high backed seats, luggage compartments separate from the passenger compartment, and usually with restroom facilities, for high-speed long-distance service.

Medium Size Bus: Any bus from 29 feet to 34 feet in length.

New Look Bus: A type of transit bus characterized by the predominant styling and mechanical equipment common to transit buses manufactured between 1959 and 1978.

Sightseeing Bus: A bus of any type adapted for sightseeing use, usually with expanded window areas.

Small Bus: Any bus 28 feet or less in length.

Standard-Size Bus: Any bus from 35 feet to 41 feet in length.

Suburban Bus: A bus similar to a transit bus except equipped with front doors only and normally with high-backed seats for use in longer-distance service with relatively fewer stops.

Transit Bus: A bus designed for frequent-stop service with front and center doors, normally with a rear-mounted diesel engine, low-back seating, and without luggage storage compartments or restroom facilities.

TABLE 24

Canadian Transit Operations: New Passenger Vehicle Purchases

CALENDAR YEAR	RAILWAY CARS		TROLLEY COACHES	MOTOR BUSES				TOTAL VEHICLES PURCHASED
	LIGHT RAIL (b)	HEAVY RAIL (c)		29 SEATS OR FEWER	30-39 SEATS	40 SEATS OR MORE	TOTAL BUSES	
1965-69[a]	0	533	0	10	138	1,785	1,933	2,466
1970-74[a]	0	82	45	134	103	2,255	2,492	2,619
1975	0	0	27	24	61	920	1,005	1,032
1976	0	21	21	26	19	701	746	788
1977	0	154	0	9	3	814	826	980
1978	20	320	16	9	55	543	607	963
1979	11	52	0	3	27	620	650	713
1980	75	14	5	18	51	702	771	865
1981	126	2	1	0	79	478	557	686
1982	8	10	120	1	95	717	813	951
1983	44	71	224	9	31	429	469	808
1984	29	0	24	0	27	313	340	393
1985	122	0	1	4	131	459	594	717

NOTE: Data for regular transit service only.

– Data not available
(a) Five-year total.
(b) Includes Intermediate Capacity Transit vehicles.
(c) Includes Commuter Rail vehicles.

Source: *Urban Transit Facts in Canada*, Canadian Urban Transit Association.

TABLE 25

Canadian Transit Operations: Fares

CALENDAR YEAR	AVERAGE REVENUE PER REVENUE PASSENGER TRIP (a)	ADULT CASH FARE (BASE PERIOD) (a)		
		HIGH	LOW	AVERAGE
1950	6.1¢	13¢	5¢	9.2¢
1955	9.8	15	10	11.0
1960	13.7	20	10	14.6
1965	16.4	25	15	–
1970	24.5	35	15	–
1975	28.2	50	15	29.3
1976	33.2	50	20	32.2
1977	34.6	50	25	35.1
1978	36.8	60	25	39.2
1979	40.9	60	25	42.9
1980	44.2	65	30	47.3
1981	49.8	75	35	53.0
1982	56.3	85	40	62.1
1983	60.6	100	40	69.0
1984	63.6	100	50	74.0
1985	65.0	150	50	79.3

– Data not available

NOTE: Data for regular transit service only.

(a) Monetary data are Canadian dollars.

Source: *Urban Transit Facts in Canada*, Canadian Urban Transit Association.

TABLE 26

Canadian Transit Operations: Employees

CALENDAR YEAR	NUMBER OF EMPLOYEES				
	TRANSPORTATION	MAINTENANCE		ADMINISTRATION AND OTHER	TOTAL EMPLOYEES
		REVENUE VEHICLE	NON-REVENUE VEHICLE		
1960	–	–	–	–	17,963
1965	–	–	–	–	18,057
1970	–	–	–	–	20,023
1975	16,152	7,054		3,993	27,199
1976	17,061	6,393		4,674	28,128
1977	17,670	7,060		4,243	28,973
1978	18,048	6,540		5,353	29,941
1979	18,419	7,559		4,297	30,275
1980	19,689	5,567	2,071	5,504	32,831
1981	20,626	6,071	2,559	5,493	34,749
1982	20,693	5,576	2,303	6,680	35,252
1983	20,259	3,799	4,490	6,224	34,772
1984	19,804	5,486	2,537	6,301	34,128
1985	20,505	5,976	2,782	5,550	34,813

– Data not available

NOTE: Data for regular transit service only.

Source: *Urban Transit Facts in Canada*, Canadian Urban Transit Association.

Van: A small vehicle, usually 20 feet or shorter in length, usually with an automotive-type engine and limited seating normally entered directly through side or rear doors of the vehicle rather than from a central aisle, used for door-to-door and other specialized transit service.

Multi-Mode Transit System
A transit system operating more than one mode of transit service.

Passenger Miles
The number of person-miles traveled by all passengers riding transit vehicles; one person traveling one mile aboard a transit vehicle is one passenger mile.

Passenger Vehicle Miles Operated
Sum of all miles operated in regular service, special service, and non-revenue service by transit vehicles that carry passengers. When vehicles are operated in trains, each vehicle is counted separately, e.g., an eight-vehicle train operating for one mile equals eight vehicle miles.

Peak Period Surcharge
An extra fee in addition to the basic cash fare required during peak periods (rush hours).

Publicly Owned Transit System
A transit system owned by any municipality, county, regional authority, state, or other governmental agency including a transit system operated or managed by a private management firm under contract to the government agency owner.

Rapid Transit
Transit vehicles operating over completely grade-separated exclusive right-of-way. The term rail rapid transit, also known as "rapid rail transit," applies to both operation of light rail vehicles over exclusive right-of-way and operation of heavy rail vehicles; the term bus rapid transit applies to operation of motor buses over exclusive bus roads ("rapid busways").

Revenue Passenger Trips (Revenue Passengers)
Single-vehicle transit rides by initial-board (first-ride) transit passengers only; excludes all transfer rides and all non-revenue rides.

Single-Vehicle Transit Ride
One person traveling aboard one transit vehicle.

Special Service
All transit service other than fixed-route service. Some types of special services are: variable-route service where a passenger boarding a vehicle can select any discharge point in a service area; demand-response service (also known as dial-a-ride) where a passenger can

board and alight at any point in a service area; charter service; subscription service where a group of passengers are carried between the same locations on a repetitive basis; and brokerage service where a transit system or other agency organizes vanpool-type service.

Streetcar
A type of electric transit vehicle railway operated in mixed traffic on streets, usually single cars, manually operated, with boarding from street level rather than platforms. Also known as "trolley car" or "tramway," included as a type of "light rail" in generic usage.

Total Labor Costs
Sum of "Salaries and Wages" and "Fringe Benefit Costs," see Glossary of Financial Terms.

Total Passenger Rides (Total Passengers)
Combined total of all single-vehicle transit rides by (1) initial-board (first-ride) revenue passengers, (2) transfer passengers on second and successive rides, and (3) non-revenue passengers entitled to transportation without charge.

Tramway
See "Light Rail" and "Streetcar."

Transfer Charge
An extra fee in addition to the basic cash fare charged for purchase of a transfer for boarding another transit vehicle to continue a trip.

Transit Passenger Vehicle
Any vehicle used to carry passengers in transit service.

Transit System
Organizations providing any type of intraurban or rural intracommunity multiple-occupancy-vehicle passenger service, including fixed-route service, variable-route service, and unscheduled service, provided for use by the general public or groups of the general public. As used in this book, for data aggregation purposes only, transit systems are limited to organizations providing intraurban passenger service to the general public over at least one regular fixed route with a published time schedule; organizations providing only variable route or unscheduled service are not included in the Summary Data Tables. A system that contracts out its service to one or more private companies or public agencies is counted as one system.

Trolley Coach
Rubber-tired transit vehicle, manually steered, propelled by an electric motor drawing current—normally through overhead wires—from a central power source not on board the vehicle.

Unlinked Transit Passenger Trips
Transit trips taken by both initial-board (originating) and transfer (continuing) transit passengers; includes charter rides and special rides. Each passenger is counted each time that person boards a transit vehicle regardless of the type of fare paid or transfer presented.

Urban Ferry Boat
Any ferry boat operation with one or more terminals within an urbanized area.

Urbanized Area
An area delimited by the United States Bureau of the Census consisting of a central city of 50,000 inhabitants or more or two cities having contiguous boundaries and constituting, for general social and economic purposes, a single community with a population of at least 50,000, plus surrounding closely settled territory but excluding the rural portion of extended cities.

Urban Place
An area delimited by the United States Bureau of the Census consisting of incorporated political units or closely settled population centers without corporate limits not within the boundaries of an urbanized area.

Wheelchair Accessible Transit Passenger Vehicle
A transit passenger vehicle equipped with a lift, ramp, or other boarding and safety devices required to allow a person in a wheelchair to use the vehicle. For high platform boarding rail cars, wheelchair accessibility might require elevators or ramps in stations rather than lifts or ramps on the cars.

Zone Fare Charge
An extra fee in addition to the basic cash fare charged when a passenger crosses a predetermined boundary.

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